

209175

LAROE, WINN, MOERMAN & DONOVAN

ATTORNEYS AT LAW
4135 PARKGLEN COURT, N.W.
WASHINGTON, D. C. 20007

TELEPHONE (202) 298-8100
FAX (202) 298-8200

ENTERED
Office of Proceedings

OCT 22 2003

Part of
Public Record



October 22, 2003

The Honorable Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423

FD 34428

Dear Secretary Williams:

Re: Petition for Declaratory Order of the Port Authority of New York and New
Jersey

Enclosed herewith for filing with the Board is an original and ten copies of the Petition For
Declaratory Order of the Port Authority of New York and New Jersey. This Petition relates to
the proposed construction of certain infrastructure improvements within the North Jersey Shared
Assets Area. Also enclosed is a 3.5 disk in WordPerfect 9.0 format of the same pleading.

Very truly yours,

Paul M. Donovan

Attorney for the Port Authority Of
New York and New Jersey

FILED

OCT 22 2003

SURFACE
TRANSPORTATION BOARD

FEE RECEIVED

OCT 22 2003

SURFACE
TRANSPORTATION BOARD

LAROE, WINN, MOERMAN & DONOVAN

ATTORNEYS AT LAW
4135 PARKGLEN COURT, N.W.
WASHINGTON, D. C. 20007

TELEPHONE (202) 298-8100
FAX (202) 298-8200

ENTERED
Office of Proceedings

OCT 22 2003

Part of
Public Record



October 22, 2003

The Honorable Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423

FD 34428

Dear Secretary Williams:

Re: Petition for Declaratory Order of the Port Authority of New York and New
Jersey

Enclosed herewith for filing with the Board is an original and ten copies of the Petition For
Declaratory Order of the Port Authority of New York and New Jersey. This Petition relates to
the proposed construction of certain infrastructure improvements within the North Jersey Shared
Assets Area. Also enclosed is a 3.5 disk in WordPerfect 9.0 format of the same pleading.

Very truly yours,

Paul M. Donovan

Attorney for the Port Authority Of
New York and New Jersey

FILED

OCT 22 2003

OFFICE OF
TRANSPORTATION BOARD

FEE RECEIVED

OCT 22 2003

SURFACE
TRANSPORTATION BOARD

ORIGINAL

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO.

34428



PETITION OF THE PORT AUTHORITY OF NEW YORK
AND NEW JERSEY FOR DECLARATORY ORDER

ENTERED
Office of Proceedings

OCT 22 2003

Part of
Public Record

FILED

OCT 22 2003

TRANSPORTATION BOARD

Donald F. Burke, New Jersey Solicitor
The Port Authority of New York and
New Jersey
225 Park Avenue South, 13-th Floor
New York, NY 10003
(212) 435-3442

Paul M. Donovan
LaRoe, Winn, Moerman & Donovan
4135 Parkglen Court, N.W.
Washington, DC 20007
(202) 298-8100

Counsel for the Port Authority of New York
and New Jersey

Dated: October 21, 2003

FEE RECEIVED

OCT 22 2003

SURFACE
TRANSPORTATION BOARD

**BEFORE THE
SURFACE TRANSPORTATION BOARD**



DOCKET NO.

**PETITION OF THE PORT AUTHORITY OF NEW YORK
AND NEW JERSEY FOR DECLARATORY ORDER**

The Port Authority of New York and New Jersey (the "Port Authority") hereby petitions the Board for an order declaring that the construction by the Port Authority of a connection between the Staten Island Railroad ("SIRR") and the rail lines owned and operated by Norfolk Southern Railway, ("NS"), CSX Transportation, Inc. ("CSX"), and Consolidated Rail Corporation ("Conrail"), collectively the North Jersey Shared Assets Area, and any operation over this newly constructed connector does not constitute the extension of a line of railroad, and requires no Board approval.

I. OVERVIEW

As part of the Staten Island Railroad Reactivation Project that will be described below, the Port Authority proposes to construct a connection between the lines of the SIRR, and the lines of the North Jersey Shared Assets Area operators, NS, CSX and Conrail. This connection will replace the various other connections that have existed between SIRR and the lines of the other Shared Asset Operators at Cranford, New Jersey, Linden, New Jersey, Bayway, New

Jersey, and the connections provided by car float between St. George and Port Ivory, New York, and Port Newark, New Jersey.¹

A. The Staten Island Railroad Reactivation Project

The proposed Staten Island Railroad Reactivation Project is being undertaken as a joint effort between the Port Authority and the New York City Economic Development Corporation ("NYCEDC"). The SIRR was abandoned in 1990 and 1991, and its lines were acquired by the States of New York and New Jersey. The Port Authority and the City of New York² have acquired, by lease from the State of New Jersey and purchase, the rail lines necessary to revitalize the SIRR and propose to have such lines operated under a modified certificate pursuant to 49 C.F.R. 1150.21 *et seq.*

Insofar as is relevant here, the SIRR was abandoned in two parts. The line segment between MP 3.8 at John Street east of Arlington Yard, Richmond county, New York and MP 12.09, at or near Cranford Junction, Union County, New Jersey, a distance of 8.29 miles, and between MP 0.00 at or near Port Ivory, Richmond County, New York and MP 0.94, at the end of the line near Howland Hook, Richmond County, New York, a distance of .94 miles, were approved for abandonment in ICC Docket No. AB-263 (Sub No. 3), *Staten Island Ry.*

Corp.—Abandonment (Service Date December 5, 1991). The line segment referred to as the

¹This construction project is one part of a multi-phase and multi-party plan for reactivation of the operations of the SIRR. The Board will be receiving: (1) a Notice of Modified Certificate of Convenience and Necessity pursuant to 49 C.F.R. §§1150.21-24 advising of the designation of CSX Transportation, Inc. and Norfolk Southern Railway Company as the modified certificate operators of certain lines of the SIRR that had been abandoned and then acquired by the City of New York, NY and the State of New Jersey; and (2) a Petition for Declaratory Order with respect to proposed construction of a switching, industrial lead and spur track on the Travis Branch of the former SIRR.

²NYCEDC is the manager of the SIRR on behalf of New York City.

Travis Branch between MP 0.00, Arlington Yard Station and MP 3.65 in Richmond County, New York, a distance of 3.65 miles, was approved for abandonment in ICC Docket No. AB-263 (Sub. No. 2X), *Staten Island Ry. Corp. – Abandonment Exemption – In Richmond Co., NY* (Service Date July 3, 1990).

The Port Authority does not propose that the revitalized SIRR will operate over the entire line that was abandoned in New Jersey. While the existing SIRR right-of-way extends from the vicinity of the Howland Hook Marine Terminal on Staten Island, crosses the Arthur Kill on a lift bridge (“AK Lift Bridge”) and continues on an elevated structure over the Chemical Coast Line of the Shared Assets operators, and the New Jersey Turnpike, and then extends westward. The revitalized SIRR will not extend west of the New Jersey Turnpike, but will connect to the Shared Assets Area operators by way of a newly constructed, far more efficient, connection between the SIRR and the “Chemical Coast Secondary Line,” of the Shared Assets operators.

B. The Chemical Coast Connector

The connection that is the subject of this Petition will consist of a new single track rail alignment approximately 3,650 feet long from the Chemical Coast Secondary Line to the AK Lift Bridge (“Connector”). The new junction point will consist of a number 15 turnout and a new signal interlocking remotely operated by the Shared Assets operator. The Connector alignment then curves to the east on a 7° -30' curve and passes under Bayway Avenue. The curve brings the new rail alignment parallel to the existing alignment towards the AK Lift Bridge. A new three span bridge will carry both the new and existing track alignment over First Street South. One hundred and sixty feet east of that bridge another new four span bridge will carry the railroad over a rail spur and Front Street South. On this bridge, a number 15 turnout

will be located to connect the new rail alignment to the existing. This will also be an interlocked turnout with signals that also function to protect train movements to the AK Lift Bridge. Between the new four span bridge and the AK Lift Bridge, seven spans of the existing steel viaduct will be rehabilitated.

II. PRIOR SIRR OPERATIONS AND CONNECTIONS

Prior to its abandonment in 1991, the SIRR had operated as an integral part of the industrial activities of the New York/New Jersey region. In 1955, the Official Railway Equipment Register (attached hereto as Exhibit 2) listed rail freight connections and junction points of the Staten Island Rapid Transit Railway Company ("SIRT") the predecessor of the SIRR. Among those were connections with the Baltimore and Ohio, the Lehigh Valley Railway, and the Central Railroad of New Jersey at Cranford Junction, New Jersey, and the Pennsylvania Railroad at Linden, New Jersey. In addition, the SIRT interchanged freight with several rail carriers via car float operations. The Delaware, Lackawanna & Western interchanged freight with the SIRT at Hoboken, New Jersey, via the SIRT float at St. George, New York. Similarly, the Long Island Railroad interchanged at Long Island City, the New York Central at 72nd Street Manhattan, 158th Street in the Bronx and Weehawken, New Jersey, the South Brooklyn at Bush Junction, Brooklyn and the West Shore at Weehawken, New Jersey, all via car float operations over the SIRT at St. George.

In 1953, the U.S. Army Corps of Engineers, and the Federal Maritime Administration published a description of marine facilities and operations in the Port of New York, in the three-part "Port Series No. 5" report. This was one of an ongoing series of reports which mapped and

described all the marine facilities in the harbor and was updated about every 10 years. Included in the 1953 report was a detailed description of railroad carfloat and lighterage facilities in the harbor.

At that time, New York/New Jersey was unique in that every important railroad system serving the port maintained "freight terminals either in New Jersey or on Staten Island from or to which New York freight must be transferred by carfloat or lighter." This had been the case for many years prior to 1953. In 1915, the Interstate Commerce Commission noted in *Lighterage and Storage Regulations at New York*, 35 I.C.C. 47:

The terminal floating service at New York having been adopted by the railway companies many years ago as the natural and necessary recognition of the physical conditions, is now to be considered as much a part of the transportation service of the carriers as the service rendered on their rails.

In *Lighterage Cases*, 203, I.C.C. 481,511-2 (1934) the Commission held:

Section 1 (3) of the Interstate Commerce Act has specifically provided since the amendment of 1920 that the term "railroad" as used therein "shall include all * * * lighters * * * used by or operated in connection with any railroad," and that the term "transportation" as used therein "shall include * * * vessels and all instrumentalities and facilities of shipment or carriage." In 1925, in *New York Harbor Water Facilities Applications*, 100 I.C.C. 383,387, we found that lighterage and car floatage in New York are equivalent to necessary extensions of the rail lines of the various railroads.

The carfloat operations on Staten Island operated from two float-bridges. The SIRT maintained and operated a float-bridge on a regular basis at St. George, just west of the municipal ferry terminal. New York City now owns or has easements to a continuous right-of-way between this location and the Arlington Yard, the Travis Branch, the connection to the Port Authority's Port Ivory property and the Howland Hook Marine Terminal. According to the

1953 Port Series report,³ the SIRT performed floating services “to and from points in New York Harbor and points on the north and east shores of Staten Island, between Bridge Creek (Arlington) and Clifton (Hylan Blvd.), both inclusive....” The same report lists a second transfer bridge on Staten Island, also connecting to the SIRT, at Proctor and Gamble’s Port Ivory site, which is now owned by the Port Authority.

Exhibit 4 hereto is a portion of a study performed for the Port Authority in 1998 to determine the economic feasibility of restoring the float bridge at Port Ivory. Such a restoration, which is still possible, would give the SIRR access to New York/New Jersey Harbor for float operations of the kind it performed for many years. The Port authority determined that the restoration of the float-bridge would not be economically feasible.

The 1965 Port Series revision⁴ describes a car float bridge at Berth 51 in the Port Authority Port Newark Marine Terminal as follows: “Two surface tracks on transfer bridge join with assembly yard in rear, capacity thirty-seven 40-cars, and additional trackage serving Port Area; connect with Central Railroad Company of New Jersey, Pennsylvania Railroad, and Lehigh Valley Railroad....” (These now constitute the Chemical Coast Line to which the proposed Connector would join the SIRR). The report shows the transfer bridge as being operated by the Erie-Lackawanna and New York Central Railroads, but states that it was “operated as a public facility and may be used by any other railroad car float.” This property is still controlled by the Port Authority and vestiges of the original track are still used occasionally to lift over-dimensional loads from rail cars to vessels.

³ Relevant portions of the 1953 Port Series report are attached hereto as Exhibit 3.

⁴ Relevant portions of the 1965 Port Series report are attached hereto as Exhibit 5.

Plainly, a rail route exists between the Staten Island Port Ivory Port Authority float bridge and the Port Authority Port Newark float bridge location which could be rehabilitated and operated as part of a revitalized SIRR should the SIRR obtain a modified certificate and begin operations.

III. ARGUMENT

A. Legal Standard

49 U.S.C. § 10901(a) states in pertinent part as follows:

(a) A person may—

- (1) construct an extension to any of its railroad lines;
- (2) construct an additional railroad line;

* * * * *

only if the Board issues a certificate authorizing such activity under subsection (c).

By granting authority to the Board to review line extensions and additions, Congress intended to curtail or at least discourage the construction of unnecessary or wasteful lines. *See, City of Detroit v. Canadian Nat'l Ry.*, 9 I.C.C. 2d 1208-19 (Nov. 12, 1993) *aff'd, sub nom Detroit/Wayne County Port Authority v. I. C. C.*, 59 F. 3d 1314 (D.C. Cir, 1995). In other words, "Congress gave the [Board] authority to review and approve the construction of extensions of rail lines and additional rail lines to prevent railroads from risking their capital on new investments at the expense of maintaining and improving their existing ones, thereby jeopardizing the satisfaction of their common carrier obligations." *Id.* The Board and its predecessor has consistently held that "the final test in determining whether proposed trackage constitutes an extension is whether the effect of the new trackage is to extend substantially the line of a carrier into new territory." *Id.*, *See also Texas & Pacific Ry. Co. v. Gulf, Colorado & Santa Fe Ry. Co.*, 270 U.S. 266 (1925).

B. The Connector Does Not Involve the Extension Into or Invasion of New Territory

The Connector that is the subject of this Petition does not involve the construction of an “extension” of a line of railroad, nor does it constitute an “additional” line that is subject to the Board’s jurisdiction since there is “no invasion of the territory of another carrier or the opening up of any new traffic areas.” *See, City of Detroit v. Canadian Nat’l Ry., supra.* To the contrary, the Connector permits a more efficient connection than those that have historically existed, and which could be reactivated without Board approval.

As previously noted, the SIRR connected with various railroads now part of the Shared Assets operations of NS, CSX and Conrail. Specifically connections existed at Cranford Junction, Linden and Bayway in New Jersey and with various carfloat operations in New York and New Jersey. Most importantly, the Port Ivory float bridge, the location of which is now wholly controlled by the Port Authority,⁵ and the Port Newark Port Authority float bridge,⁶ which is also on land owned and controlled by the Port Authority, could be reactivated, without Board approval to form a route that parallels the route provided by the proposed Connector. Such a route would exist from the SIRR locations on Staten Island, over the Port Ivory float bridge and north to the Port Authority rail facilities serving Port Newark/Elizabeth⁷, and on to the Chemical Coast Line. Such a route would parallel the proposed route from the SIRR locations on Staten Island, over the Arthur Kill Lift Bridge, over the Connector and on to the

⁵ See, Exhibit 4 hereto.

⁶ See Exhibit 5 hereto

⁷ See Exhibit 5 hereto.

Chemical Coast Line. Both parallel routes would have the same origins and the same destinations. The Connector will not extend the physical length of the Chemical Coast Line nor of the SIRR. It will serve the same route and the same shippers, and will neither open up new traffic routes nor expand into new territory. In short, the Connector is not an extension of line or the construction of additional rail line that requires Board approval.

IV. THE REASONS WHY EXPEDITED CONSIDERATION IS WARRANTED

Attached hereto as Exhibit 6 is a Statement of Jim Devine, the President and Chief Executive Officer of the Howland Hook Container Terminal, Inc. Located on Staten Island, Howland Hook is the largest marine container terminal in the City of New York. As noted in Exhibit 6, Howland Hook handled 283,204 containers in 2002, and has capacity for up to 425,000 containers annually.

The Howland Hook facility is currently at a severe competitive disadvantage versus virtually every major container terminal on the Atlantic Coast in that it does not have direct rail service. Containers handled at Howland Hook must be drayed to intermodal rail facilities in New Jersey. In 2002, some 22,500 round-trip truck moves producing one half-million truck miles in an already congested, non-attainment air quality area were required to move containers to the rail facilities in New Jersey. These drayage moves cost in excess of \$4 million, and resulted in obvious negative environmental consequences.

The Connector is indispensable to rail operations at Howland Hook. Every week that passes without this essential rail service costs the Howland Hook operator more than \$75,000 in drayage costs, and results in nearly 10,000 truck highway miles incurred to perform those drayage services.

On August 13, 2002, the City Council of Elizabeth, New Jersey noticed a request from the City Attorney that the City of Elizabeth execute an agreement with the Port Authority allowing for the relocation of Bayway Avenue and the relocation of certain utilities within Elizabeth.⁸ The purpose of these relocations was to allow for the construction of the Connector. On January 28, 2003,⁹ the City, after public notice, issued a resolution entering into that agreement. Those most concerned with the Connector, the citizens of the City of Elizabeth, have already been notified of the construction of the Connector, and have supported its construction.

V. CONCLUSION

In view of the foregoing, the Port Authority requests a Declaratory Order from the Board reflecting a determination that the construction and operation of the Connector will constitute an extension of a line of railroad nor the construction of an additional line of railroad subject to the jurisdiction of the Board under 49 U.S.C. § 10901 (a). Further, the Port Authority respectfully requests that such determination be made expeditiously so that the SIRR reactivation project may advance as quickly as possible.

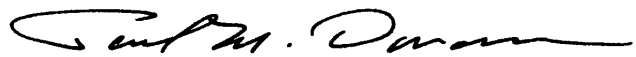
⁸ See, Exhibit 7 hereto.

⁹ See Exhibits 8 and 9 hereto.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Donald F. Burke / JMD".

Donald F. Burke, New Jersey Solicitor
The Port Authority of New York and
New Jersey
225 Park Avenue South, 13-th Floor
New York, NY 10003
(212) 435-3442

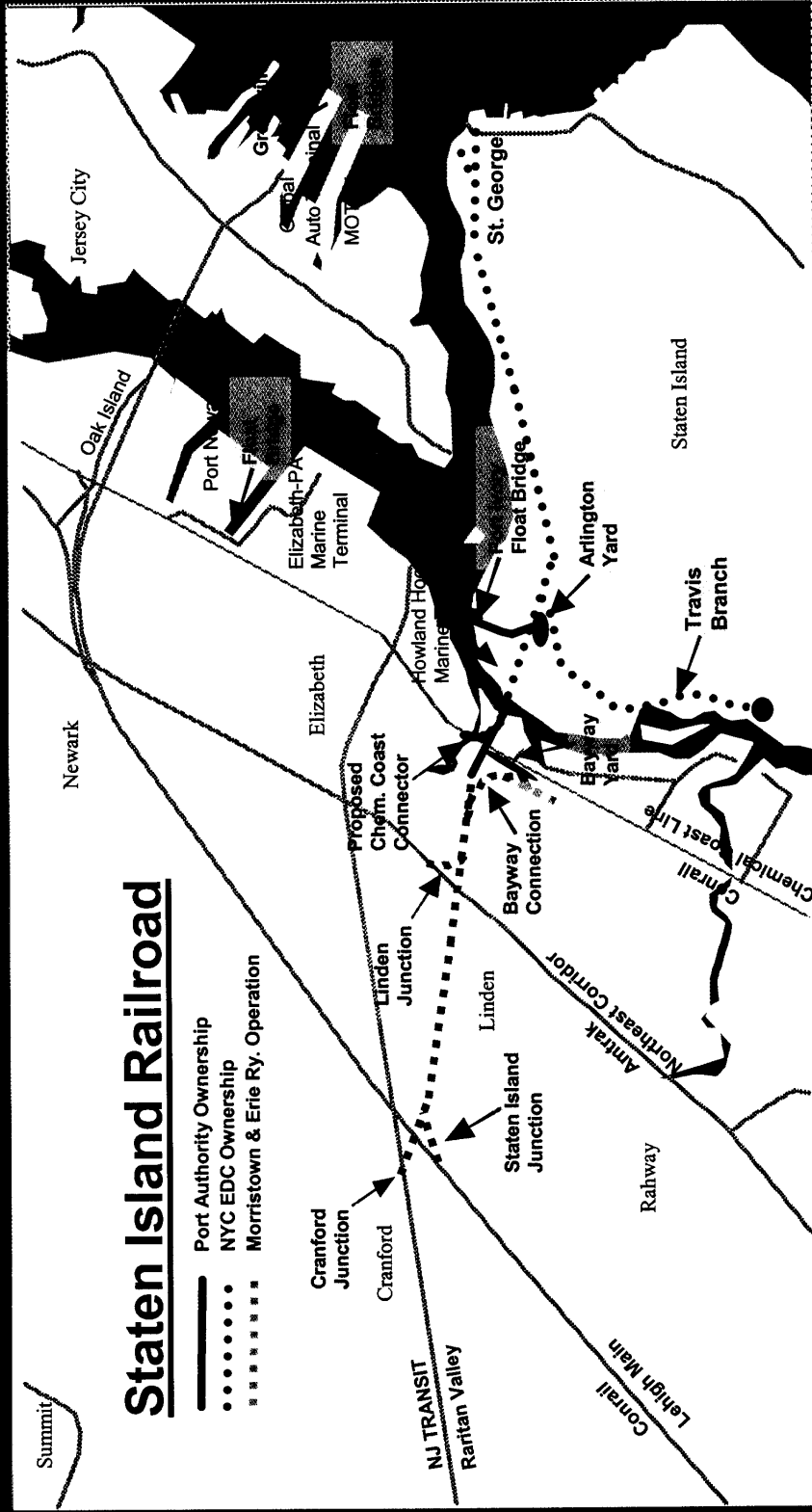
A handwritten signature in black ink, appearing to read "Paul M. Donovan".

Paul M/ Donovan
LaRoe, Winn, Moerman & Donovan
4135 Parkglenn Court, N.W.
Washington, DC 20007
(202) 298-8100

Counsel for the Port Authority of
New York and New Jersey

1

STATEN ISLAND RAILROAD INTERCHANGES



2

THE DELAWARE, LACKAWANNA & WESTERN R. R. CO.—Continued.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

Numbers in parenthesis indicate distances from Hoboken, N. J.

Baltimore & Ohio— B. & O. Jct. (D. L. & W. Jct.), N. Y. (351)..... @Buffalo (East Buffalo), N. Y. (390)..... Brooklyn Eastern District Terminal— Hoboken (N. Y. Lighterage Station), N. J. (via float and Brooklyn, N. Y.)..... Buffalo Creek— @Buffalo (East Buffalo), N. Y. (390)..... Bush Terminal— @Hoboken (N. Y. Lighterage Station), N. J. (via float and Bush Docks, Brooklyn, N. Y.)..... Canadian National Railways— Grand Trunk Railway System (Lines in the United States East of the West bank of the Detroit and St. Clair Rivers)..... @Black Rock, N. Y. (400)..... Central R. R. of New Jersey— Hampton, N. J. (75)..... Lake Junction, N. J. (42)..... Phillipsburg, N. J. (81)..... @Scranton, Pa. (via N. Y., O. & W.) (135) (Note 1)..... @Taylor, Pa. (138)..... Wharton, N. J. (via M. H. M.) (41) (Note 1)..... Chesapeake & Ohio—Pere Marquette District— @Black Rock, N. Y. (400) (Note 1)..... @Buffalo (East Buffalo), N. Y. (390)..... Danville & Mt. Morris— Groveland, N. Y. (238).....	Delaware & Hudson— Binghamton, N. Y. (192)..... Plymouth Jct., Pa. (153)..... @Scranton, Pa. (186)..... Erie— @Bergen Jct., N. J. (Croxton N. J.) (8)..... Binghamton, N. Y. (192)..... @Black Rock, N. Y. (via C. N. or M. C. or N. Y. C. or Wabash) (400) (Note 1)..... @Buffalo (E. Buffalo), N. Y. (390)..... @Jersey City 17th St., N. J. (192)..... Owego, N. Y. (213)..... Pittston, Pa. (via L. V.) (143) (Note 1)..... @Scranton (No. 6 Jct., Dunmore), Pa. (138)..... @Sterrick Creek Jct., Pa. (135) (Note 1)..... Waverly, N. Y. (via L. V.) (232) (Note 1)..... Genesee & Wyoming— Greigsville, N. Y. (340)..... Hoboken Shore— @Hoboken (11th St.), N. J. Jay Street Connecting— @Hoboken (N. Y. Lighterage Station), N. J. (via float and Brooklyn, N. Y.)..... Lackawanna & Wyoming Valley— @Scranton, Pa. (138)..... Lehigh & Hudson River— Andover, N. J. (56)..... Port Morris, N. J. (48)..... Lehigh & New England— Augusta, N. J. (68)..... Bangor, Pa. (86)..... Bath (Bath Jct.), Pa. (105)..... Martin's Creek, Pa. (91)..... Portland, Pa. (77).....	Lehigh Valley— Belfast, Pa. (99)..... @Buffalo (E. Buffalo), N. Y. (390)..... Cortland, N. Y. (235)..... Elmira, N. Y. (250)..... Ithaca, N. Y. (243)..... Owego, N. Y. (213)..... Phillipsburg, N. J. (81)..... Pittston, Pa. (Pittston Jct.) (148)..... Waverly, N. Y. (Pa. (232)..... Long Island— @Hoboken (N. Y. Lighterage Station), N. J. (via float and Long Island City)..... Michigan Central— @Black Rock, N. Y. (400)..... Morristown & Erie— Morristown, N. J. (31)..... Mount Hope Mineral— Wharton, N. J. (41)..... New Jersey & New York— @Bergen Jct., N. J. (Croxton, N. J., via Erie) (3) (Note 1)..... New York Central— @Black Rock, N. Y. (400)..... @Buffalo (Buffalo Jct.), N. Y. (394)..... Corning, N. Y. (285)..... @Hoboken (N. Y. Lighterage Station), N. J. (via float and West 72nd St., New York, N. Y.)..... @Hoboken (N. Y. Lighterage Station), N. J. (via float to 158th St., Harlem River, for switching to Bronx Terminal Market, New York, N. Y.)..... @Jersey City (17th St.), N. J. (via Erie)..... Owego, N. Y. (307)..... Syracuse, N. Y. (273)..... Utica, N. Y. (287).....	New York, Chicago & St. Louis— @Buffalo (Buffalo Jct.), N. Y. (394)..... New York Dock Ry.— @Hoboken (N. Y. Lighterage Station), N. J. (via float and Fulton, Baltic and Atlantic Terminals)..... New York, Ontario & Western— Norwich, N. Y. (233)..... Oswego, N. Y. (via N. Y. C.) (307) (Note 1)..... @Scranton (Cayuga), Pa. (185)..... @Scranton (Park Place), Pa. (135)..... Utica, N. Y. (287)..... New York, Susquehanna & Western— @Bergen Jct., N. J. (Croxton, N. J. via Erie) (3)..... Northampton & Bath— Bath, Pa. (105)..... Pennsylvania— @Black Rock, N. Y. (via C. N. or M. C. or Wabash) (400) (Note 1)..... @Buffalo (East Buffalo), N. Y. (390)..... Elmira, N. Y. (250)..... @Kearny Jct., N. J. (6)..... Manunka Chunk, N. J. (78)..... Martin's Creek, Pa. (91)..... Mt. Morris, N. Y. (339)..... Northumberland, Pa. (314)..... Phillipsburg, N. J. (81)..... West Nanticoke, Pa. (158).....	Rahway Valley— Summit, N. J. (21)..... Reading Co.— Bloomsburg, Pa. (191) (Note 1)..... Danville, Pa. (202)..... Rupert, Pa. (192)..... South Brooklyn— @Hoboken (N. Y. Lighterage Station), N. J. (via float and Bush Docks, Brooklyn, N. Y.)..... South Buffalo— @Buffalo (East Buffalo), N. Y. (390)..... Staten Island Rapid Transit (B. & O. System)— @Hoboken (N. Y. Lighterage Station), N. J. (via float and St. George, N. Y.)..... Unadilla Valley— Bridgewater, N. Y. (278)..... Wabash— @Black Rock, N. Y. (400)..... West Pittston-Exeter— West Pittston, Pa. (145)..... Wharton & Northern— Lake Junction, N. J. (42)..... Note 1— Track connection but not used as regular interchange point. @New York Switching District. @Buffalo Switching District. @Scranton Switching District. Apr., 1955.
--	--	---	--	--

The Staten Island Rapid Transit Railway Co.
(Baltimore & Ohio System)
Reporting Marks—"S I R"

P. K. PARTER, Gen. Manager, 25 Broadway, New York 4, N. Y.
 R. J. CANNON, Supt. St. George, S. I., N. Y.
 W. J. FLEEDORA, Traffic Agent, 95 Broadway, New York 4, N. Y.
 F. C. McREYNOLDS, 2 Victory Blvd., Tompkinsville, S. I., N. Y.

Miles of road operated, 29. Gauge, 4 ft. 8½ in. Locomotives (diesel electric), 9. No Sleeping Car Co. operating over this line.
 Maximum limit of load weight, car and contents 170,000 pounds.

PASSENGER EQUIPMENT.

Coaches (Steel, Electric)—302, 303, 306, 308, 311, 312, 314, 315, 317, 318, 320, 321, 324 to 328, 330 to 332, 334, 335, 337, 338, 343, 346 to 348, 352, 353, 355, 356, 359 to 361, 365 to 372, 374, 375, 379 to 381, 384 to 386, 388, 399, 392, 393.
 Total..... 55

FREIGHT CONNECTIONS AND JUNCTION POINTS.

Baltimore & Ohio— Park Jct. (Philadelphia), Pa. (via Cranford Jct. N. J., C. R. R. of N. J. and Reading Co.)..... Central R. R. of New Jersey— Cranford Junction, N. J. Delaware, Lackawanna & Western— Hoboken, N. J. (via float and St. George, N. Y.)..... Erie— Jersey City, N. J. (via float)..... Lehigh Valley— Staten Island Junction, N. J. Long Island— Long Island City, N. Y. (via float).....	New York Central— New York, N. Y. (via float)..... West 72nd St. float bridge..... New York, N. Y. (via float)..... 158th St., Harlem River (Bronx Terminal Market)..... Weehawken, N. J. (via float)..... Pennsylvania— Linden Junction, N. J. South Brooklyn— Bush Junction, Brooklyn, N. Y. (via St. George Lighterage float) and Bush Terminal R. R.)..... West Shore— Weehawken, N. J. (via float)..... Oct., 1954.
---	--

Atlantic and Western Railway Company.

E. T. USSERY, General Manager, Sanford, N. C.
 MRS. P. M. COLLINS, Acting Auditor, Sanford, N. C.
 Miles of road operated, 24. Gauge, 4 ft. 8½ in. Equipment—Locomotives, 3; cabooses, 1; passenger, 1; total 5 cars.
 Per diem balances due other lines will be paid by voucher; do not draw draft.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

Atlantic Coast Line— Jonesboro, N. C. Sanford, N. C. Norfolk Southern— Lillington, N. C.	Seaboard Air Line— Sanford, N. C. Southern— Sanford, N. C. Jan., 1955.
---	---

The Monongahela Railway Company.

REPORTING MARKS—"M G A"

Railway Express Agency, Inc., operates over this line. Limit of load weight above marked capacity, 10 per cent, except such cars that may be loaded to axle capacity in accordance with M. C. B. Rule 86.

Freight cars owned: None.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

Baltimore & Ohio— Leckrone, Pa. Rivesville, W. Va.	Pennsylvania— Brownsville Jct., Pa. Pittsburgh & Lake Erie— Brownsville Jct., Pa. Oct., 1947.
---	--

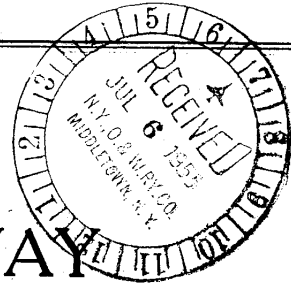
Alameda Belt Line.

LEO E. SIEVERT, President, 114 Sansome Street, San Francisco 4, Calif.
 F. B. WHITMAN, Vice-President, 626 Mission Street, San Francisco 5, Calif.
 R. E. LARSON, Treasurer, " "
 L. J. GOSNEY, Auditor, " "
 O. W. MORRISON, Superintendent, Alameda, Calif.
 Miles of road operated, 3.5; total trackage, 23; gauge, 4 ft. 8½ in.
 Equipment—Locomotives (diesel-electric), 3.
 Freight cars owned are not employed in Commercial service.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

Atchafalaya, Topeka & Santa Fe— Alameda, Calif. Sacramento Northern— Oakland, Calif. (via S. P.).....	Southern Pacific— Alameda, Calif. Apr., 1955. Western Pacific— Alameda, Calif.
---	---

APRIL 1955.



THE OFFICIAL RAILWAY EQUIPMENT REGISTER

(Registered in U. S. Patent Office)

Volume LXX.....No. 4.....Quarterly

A Magazine devoted to the consideration of Topics of Interest to Shippers, Railroad Officials and Car Owners, more particularly Questions of Transportation Economies, Car Handling and other Subjects of Especial Importance in railway operation. Containing Official Information Descriptive of Equipment by Ownerships and Car Numbers, being the Medium through which Official Instructions are issued concerning the Rendering of Reports and the Settlement of Accounts pertaining to Car Service and Car Repairs, including Registration of Rolling Stock Equipment of the Railways and Car Companies of North America.

Issued by Authority of the Railroads of the United States, Canada and Mexico.

Resolution of the ASSOCIATION OF AMERICAN RAILROADS.

"That railway companies and other car owners be and are hereby requested to publish official information respecting their car equipment * * * in the RAILWAY EQUIPMENT REGISTER, in order that a ready reference for authentic information on these subjects may be within reach of all railroad officials."

THE RAILWAY EQUIPMENT AND PUBLICATION COMPANY, PUBLISHERS AND PROPRIETORS

A. J. BURNS, President.

M. A. ZENOBIA, Vice-President.

JOHN FINDLAY ALLEN, Secretary and Treasurer.

E. J. McFARLAND, Assistant Manager.

J. A. PATTEE, Advertising Manager.

424 WEST 33rd STREET (11th Floor), NEW YORK 1, N. Y.

SUBSCRIPTION PRICE DOMESTIC OR FOREIGN

Annual Subscription	- - - - -	\$13.50
Single Copy	- - - - -	3.50

Entered as Second Class Matter July 6, 1937 at the Post Office at New York, N. Y., under the Act of March 3, 1879.
Copyright 1955 by The Railway Equipment and Publication Co.

3

CORPS OF ENGINEERS
U. S. ARMY
AND
MARITIME ADMINISTRATION
U. S. DEPARTMENT OF COMMERCE

PORT SERIES No. 5
REVISED 1953

THE PORT OF NEW YORK, N. Y. AND N. J.

IN THREE PARTS

PART I

GENERAL DATA



PREPARED BY
THE BOARD OF ENGINEERS FOR RIVERS AND HARBORS
AND
THE MARITIME ADMINISTRATION



FEDERAL MARITIME COMMISSION
LIBRARY

UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON: 1955

than half of the total number and are concentrated in the upper reaches of the river, near the Hackensack waterfront. Others, including a public utility company, operate waterfront facilities for handling fuels for plant use or consumption, and for the receipt of building materials, animal fats, vegetable and fish oils, and chemicals.

Maps Nos. 58 Upper New York Bay - New Jersey (Reference Nos. 1 to 22, Maps Nos. 68 and 69)- Along the irregular shore line of Upper Bay, west and southwestward of Bedloes Island, are the National Docks and the Claremont Terminal of the Lehigh Valley Railroad and the Greenville Terminal of the Pennsylvania Railroad. These are important terminals of the railroad companies for barge and lighterage operations in the receipt and shipment of general cargo and the handling of bulk commodities, including grain, cement, and bunker coal. The carfloat operations of the Pennsylvania Railroad in New York Harbor are handled over six transfer bridges at the Greenville Terminal.

Two large oil terminals receive and ship petroleum products on this waterfront. Storage warehouses, transit sheds, grain elevators, tank farms, and railroad storage and classification yards support the activities in this section of the harbor.

Four facilities are Government owned; two are operated by the Corps of Engineers for mooring its floating equipment. Privately-operated piers, bulkheads, and moorings are used for the storage and repair of company-owned floating equipment and for mooring barges, lighters, and small vessels.

PRINCIPAL CARGO TERMINALS

Located throughout the harbor are privately-owned overseas terminals with provisions for all services necessary to the expeditious handling of outbound and inbound cargoes. Terminal railroads are owned in conjunction with several

companies to provide direct loading or unloading of cars at the terminal's yard or sidings for interchange by carfloat with all railroads serving the port, thus eliminating additional freight charges or the necessity for circuitous routing. The free lighterage service offered by a majority of the railroads reaches the terminals not provided with rail trackage.

Public storage warehouses, both dry and cold, open storage areas, and tanks for storage of bulk liquids, are some of the terminal facilities available adjacent to the piers. Customs and government bonded warehouse space is also provided. Rental space is available at several of the terminals for those manufacturers, processors, and distributors who ship a large percentage of their products overseas and find it advantageous to be located near the shipping piers.

Foreign Trade Zone No. 1 is a public utility operated by permission of and under the jurisdiction of the Federal Foreign Trade Zones Board, U. S. Department of Commerce. It is guarded by the Bureau of Customs of the Treasury Department. Two piers, owned by the City of New York at Stapleton, Staten Island, are operated by the New York Foreign Trade Zone Operators, Inc., a private company. The City holds the federal grant and exercises general supervision over the activities of the Zone. Domestic goods, or foreign goods legally entitled to enter the United States, may be brought into the Zone without being subject to taxes, tariffs, and duties. Here, these goods may be inspected, assembled, disassembled, cleaned, graded, packed or repacked, marketed, or stored indefinitely. Foreign goods may be re-exported without customs formalities or may be entered into the United States upon compliance with federal laws and regulations.

The following table lists some of the principal terminals for handling general cargo or special commodities in foreign and domestic trade.

of Terminal	
Marine Dock Co.	St. G. New Y.
Brooklyn Eastern District Terminal	East Trans. Kent Brook. N. 10 N. 6 N. 5 Brook.
Brooklyn Terminal Company	Bay Sou.
Brooklyn Basin (Board's)	Bro. Gor.
Foreign Trade Zone No. 1 Privately operated by New York Foreign Trade Zone Operators, Inc.	T. St.
Barbourside Warehouse	H. P.
New York Dock Company: Atlantic Terminal Beltic Terminal Puliton Terminal	H. C.
Brooklyn Terminal Company	
Brooklyn Dock and Terminal Corporation	
Jay Street Terminal	

ALPHABETICAL LIST OF FACILITIES OPERATORS

Operator	Waterway or Section of Port	P.W.D. Ref. No.	Map No. Part 2	Map No.	Operator	Waterway or Section of Port	P.W.D. Ref. No.	Map No. Part 2	Map No.
ALL OTHER CONT'D									
New York Dock Co.	Atlantic Canal, Brooklyn	21	200	35	Phelps Dodge Copper Products Corp. (Habitshaw Cable & Wire Div.) (Cont'd.)	Atlantic Canal, Brooklyn	125	149	35
Baltimore Street Transfer Bridge	East R., Brooklyn	9	185	25	National Sugar Refining Co., Plant	East R., Brooklyn	134	51	30
Montague Street Wharf	do.	225	185	26	do.	do.	132	263	30
Montague Street North Transfer Bridge	do.	226	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 9	do.	227	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
New York Edison Zone Operators, Inc.	do.	228	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 11	do.	229	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 12	do.	230	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
New York Naval Militia, 2nd Battalion	Bay Ridge Canal, Brooklyn	231	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
New York Navy Yard	do.	232	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
New York Daily News Newspaper Wharf	Bay Ridge Canal, Brooklyn	233	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Appco Chemical Co., Inc.	Bay Ridge Canal, Brooklyn	234	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
North Shore Supply Co.	Bay Ridge Canal, Brooklyn	235	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
North Shore Sand & Gravel Corp.	Bay Ridge Canal, Brooklyn	236	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 13	Bay Ridge Canal, Brooklyn	237	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 14	Bay Ridge Canal, Brooklyn	238	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 15	Bay Ridge Canal, Brooklyn	239	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 16	Bay Ridge Canal, Brooklyn	240	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 17	Bay Ridge Canal, Brooklyn	241	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 18	Bay Ridge Canal, Brooklyn	242	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 19	Bay Ridge Canal, Brooklyn	243	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 20	Bay Ridge Canal, Brooklyn	244	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 21	Bay Ridge Canal, Brooklyn	245	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 22	Bay Ridge Canal, Brooklyn	246	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 23	Bay Ridge Canal, Brooklyn	247	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 24	Bay Ridge Canal, Brooklyn	248	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 25	Bay Ridge Canal, Brooklyn	249	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 26	Bay Ridge Canal, Brooklyn	250	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 27	Bay Ridge Canal, Brooklyn	251	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 28	Bay Ridge Canal, Brooklyn	252	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 29	Bay Ridge Canal, Brooklyn	253	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 30	Bay Ridge Canal, Brooklyn	254	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 31	Bay Ridge Canal, Brooklyn	255	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 32	Bay Ridge Canal, Brooklyn	256	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 33	Bay Ridge Canal, Brooklyn	257	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 34	Bay Ridge Canal, Brooklyn	258	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 35	Bay Ridge Canal, Brooklyn	259	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 36	Bay Ridge Canal, Brooklyn	260	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 37	Bay Ridge Canal, Brooklyn	261	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 38	Bay Ridge Canal, Brooklyn	262	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 39	Bay Ridge Canal, Brooklyn	263	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No. 40	Bay Ridge Canal, Brooklyn	264	171	26	Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30
Mar No.					Phelps Dodge Refining Corp.	East R., Brooklyn	132	263	30

TRANSPORTATION SERVICES AND RATES

315

Principal Passenger and Vehicular Ferries
operating at the Port of New York (cont'd)

Operator	Waterway	Service	
		Between	And
<u>Municipal Ferries:</u> City of New York, Department of Marine & Aviation	Upper New York Bay	Foot of Whitehall St. (Battery)	St. George, S. I., N. Y.
do.	East River	East 78th St., N.Y.	Welfare Island, N.Y.
do.	East River	E. 134th St., N.Y.	North Brother Island, N.Y.
do.	East River	E. 134th St., N.Y.	Rikers Island, N.Y.
do.	Long Island Sound	Hart Island, N.Y.	City Island, N.Y.
<u>Privately Owned Ferries:</u> Brooklyn and Rich- mond Ferry Co., Inc. (Electric Ferries Inc.)	Upper New York Bay and Bay Ridge-Red Hook Channel	Foot 69th Street, Brooklyn, N.Y.	St. George, S.I., N.Y.
Kill Van Kull Ferry Co., Inc.	Kill Van Kull	Avenue C, Bayonne, N.J.	Port Richmond, S.I., N.Y.
Rockaway Transporta- tion Corp.	Rockaway Inlet	Sheepshead Bay, N.Y.	Rockaway Point, N.Y.
Sunrise Ferries, Inc. do.	Arthur Kill do.	Elizabeth, N.J. Perth Amboy, N.J.	Howland Hook, S.I., N.Y. Tottenville, S.I., N.Y.
Westchester Ferry Corp.	Hudson River	Alpine, N.Y.	Yonkers, N.Y.

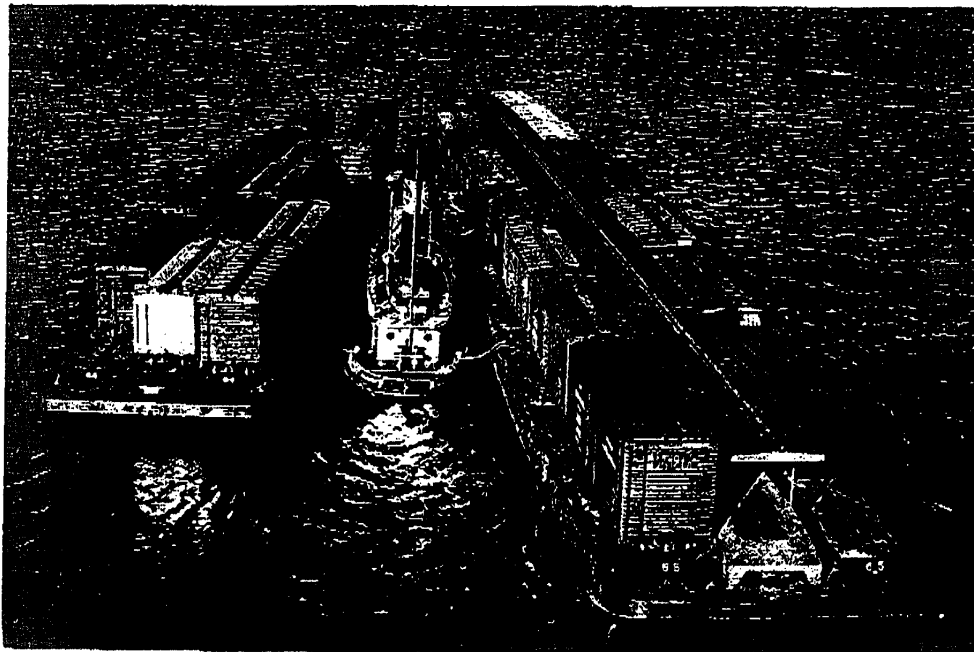
Carfloats and Lighters.— The New York Central Railroad; the New York, New Haven & Hartford Railroad; and the Long Island Railroad have freight tracks within New York's city limits connecting directly with their main lines. All other trunk lines maintain freight terminals either in New Jersey or on Staten Island from or to which New York freight must be transferred by carfloat or lighter. Piers and lighterage stations of the various railroads, described

le-
ds or
ons
or
s
eight
rd
ns-
l-
om



Transfer carfloat on left and platform carfloat on right receiving cars over transfer bridges of New York Central Railroad, Weehawken, N. J.

ling
reet,
ng
y-
ding
o



One transfer carfloat and one platform carfloat being towed between stations in New York Harbor.

TRANSPORTATION SERVICES AND RATES

317

Points beyond C. RR. Co. of N.J. main line (Newark Bay) bridge to Newark, Port Newark, and Kearny, N.J., inclusive, and points on the Hackensack River, to and including Newark-Jersey City Turnpike Bridge.

Staten Island Sound:

Points on the New Jersey shore from the C. RR. Co. of N.J. main line (Newark Bay) bridge, to and including Perth Amboy, N.J., on the Staten Island Sound.

The Staten Island Rapid Transit Railway Company performs floatage to and from points in New York Harbor and points on the north and east shores of Staten Island, between Bridge Creek (Arlington) and Clifton (Hylan Blvd.), both inclusive, and including Shooters Island.

Descriptions of free lighterage limits in the New York, New Haven & Hartford Railroad Tariff I.C.C. F-4288, for account of that carrier, are identical to those shown above for the same areas. However, this tariff includes several additional stations for account of its line and its subsidiary interests.

Definition of terms used in lighterage

Lighterage in New York harbor employs various types of towed or self-propelled floating equipment. In relation to lighterage as a transportation function, the several types of equipment used are briefly described as follows:

Barges.- Towed wood or steel rectangular-shaped hulls with decks enclosed by structures similar to box cars to protect cargo against the elements. Some are insulated and have ice bunkers and stoves for use, as the occasion demands, in protecting perishable cargoes. Capacities range up to 900 tons.

Carfloats.- Similar to flat-decked scows but equipped with railway tracks accommodating from 4 to 20 cars. Non-self-propelled.

Transfer floats are generally provided with three sets of tracks and used to transfer cars from one railhead to another. Also used to transfer heavy freight on cars directly to or from shipside.

Station or platform floats are provided with a covered platform running the length of the center of the float with one set of tracks on either side. The platform at car-door level permits the handling of freight into or out of cars while on the float.

Float or Transfer Bridges.- Each of the two types of bridges employed in transferring rail cars between land and carfloats is hinged at the shore end

THE PORT OF NEW YORK, N.Y. AND N.J.

and is equipped with two full length tracks as well as a switch from one track to match the rails of carfloats having three tracks. One type, usually of steel construction, is raised or lowered electrically at its outer end by cables supported from a steel tower. The other type is supported at its outer end by pontoons which raise or lower with the tide.

Lighters. - Flat-decked scows equipped with hoisting apparatus of various capacities for the delivery of freight to or from piers or the off side of vessels when it cannot be reached by ship's tackle. Most lighters are moved by tugs but some of the square end type are self-propelled as are others with pointed bows resembling small steamers. The latter are used for fast delivery of small lots of freight to several locations.

Scows. - Flat-decked, rectangular open boats with wood or steel hulls not equipped with hoisting facilities. Used generally for carrying open car freight by towing.

The waterfront terminals operated by the railroads serving New York harbor are used principally for lighterage and carfloat operations. Since few of the steamship lines have direct connections with the railroads, interchange is effected by lighters, carfloats, and trucks. Vessels carrying inbound cargoes destined for interior points may be berthed at the lighterage piers of the railroads for direct transfer of cargo from hold of vessel to rail cars or motortrucks thus obviating the lighterage movement which would be necessary if the vessel berthed elsewhere. Conversely, freight from interior points for movement in vessels beyond rail terminals is frequently loaded directly from cars or trucks into holds of vessels. Generally, transfers between vessels and trucks require an intermediate platform handling. In some instances carlots of freight are transferred by carfloat between the terminal yards of the railroads and a system of tracks serving the piers at the terminals.

ies
fore
the
of t
ther
the
Marit
New
over
comme
of fo

RAILROADS

Twelve line-haul rail carriers serve the New York port district and, by their connections in various states, interchange traffic to or from all parts of the country. These 12 railroads maintain extensive facilities in the harbor for furnishing every type of freight handling service. In addition, more than 10 terminal or connecting roads perform an important service in the interchange of traffic in the harbor area.

New York has always been largely a lighterage port. Because of its unique geographical features, most overseas cargo delivered to or received from vessels, is transferred to and from rail terminals by means of lighters and carfloats. Large fleets of marine equipment operated by the rail-carriers enable them to transport freight between their terminal yards, principally located on the New Jersey shore, and their numerous freight stations situated on the waterfronts of Manhattan, the Bronx, Brooklyn, and Staten Island, also to any of the ship berths in the harbor. Every important railroad system serving the port, (except the New York, New Haven & Hartford Railroad), has extensive rail yards and terminal facilities on the New Jersey side. These yards and terminals occupy most of the waterfront between Edgewater and Perth Amboy, N.J.

Following are descriptions of the numerous rail carriers serving the port of New York.

The Baltimore & Ohio Railroad is one of the four great eastern trunk lines serving the general area between the Atlantic Ocean and the Mississippi River, north of the Potomac and Ohio Rivers and south of the Great Lakes. The main lines of the railroad extend from New York City through Philadelphia, Pa., Baltimore, Md., and Washington, D.C. From Cumberland, Md., two main lines extend westward, one via Pittsburgh, Pa., and Youngstown, Ohio, to Chicago, Ill., and the other

via Cin

lines :

New Jer

West Vi

to the

Buffalc

Whealin

of appr

Th

the rai

N.J., w

from it

on Stat

Rapid T

Junctio

Fr

& Ohio I

carfloat

bound to

export t

Jersey (

quiring

to cars

lighters

ment, ot

Import f

332510 O - 1

Switching and Switching Absorptions

Switching.- Several contributing factors make an unique situation in New York harbor in connection with the transportation of line-haul freight, including its distribution at established hold yards and subsequent movement across the several rivers and connecting waters or to move in export and import channels. Among these factors are: (1) Most line-haul rail carriers have located their terminals and hold yards on the New Jersey side of the harbor; (2) The steamship piers are located in Manhattan or Brooklyn, a distance of from 1 to 4 miles from the rail terminals; (3) Lack of available space to develop suitable terminals in Manhattan; and (4) The lighterage across the harbor service performed, generally, by rail carriers. Some modification from the first of these factors will be effected when reconstruction of Hoboken piers and further harbor development in the Perth Amboy and Port Reading sectors are completed.

At New York harbor, lighterage service and trucking, of considerable tonnage in lieu of lighterage, constitutes what are normally switching functions elsewhere. By this method (which is detailed in the section on Carfloats and Lighters, page 315) transfers between New Jersey rail facilities and other parts of the harbor are made.

Due to conditions enumerated, switching charges do not appear as a traffic feature in the movement of import and export cargoes through the port. Also, the large number of rail lines operating at the numerous points in the harbor area precludes the inclusion of a complete detailed analysis of charges on local and domestic traffic. For the purposes of this report, charges published by the N.Y.C. R.R. and the N.Y., N.H. & H.R.R. operating in Manhattan, and the P.R.R. operating on the New Jersey side of the harbor are considered representative for the character of service performed. These charges have a wide range per car, depending on whether or not a line haul is involved, the commodity moved,

402

THE PORT OF NEW YORK, N.Y. AND N.J.

Foreign Trade Zone No. 1, New York, N.Y.; within twelve (12) months from date the freight enters the facilities described in this item as shown in the records maintained at such facilities, provided same has not been trans-shipped to any other United States port.

Export freight will apply on property for export to all destinations not located in: the continental United States of America (including Alaska); Dominion of Canada; Islands of Miquelon and St. Pierre; and Newfoundland.

NOTE: Export rates and rules shall apply to these points to the extent they are presently provided for on specific commodities as provided in the agency and individual lines' tariffs applicable thereto.

When exported direct from port stations named in this tariff or as amended, and will only, except as otherwise provided herein, on traffic which does not leave possession of carrier, and it is delivered by the Atlantic Port Terminal carriers direct to the steamer or steamer's dock upon arrival at the port or after storage or transit has been accorded by the carriers under tariffs which permit the application of the export rates, and also on traffic delivered to the party entitled to receive it at the carrier's seaboard stations to which export rates apply, which traffic is handled direct from carrier's stations to steamship docks and on which required proof of exportation is given.

Lighterage and Floatage.---In order to maintain uniformity of rules, regulations, and charges pertaining to lighterage and handling of freight in New York harbor, most of the line-haul and terminal carriers serving the port have concurred in the provisions contained in Agent Boin's Tariff I.C.C. A-978. Concurring carriers are as follows:

Baltimore & Ohio Railroad Co.	Lehigh Valley Railroad Co.
Brooklyn Eastern District Terminal	New Jersey and New York Railroad Co.
Bush Terminal Railroad Co.	New York Central Railroad Co.
Central Railroad Co. of New Jersey	New York Dock Railway
Delaware, Lackawanna & Western Railroad Co.	
East Jersey Railroad and Terminal Co.	New York, Ontario & Western Railway Co.
Erie Railroad Co.	New York, Susquehanna & Western Railroad Co.
Hoboken Manufacturers Railroad Co.	Pennsylvania Railroad Co.
Jay Street Connecting Railroad	Staten Island Rapid Transit Railway Co.

This tariff contains provisions covering lightering, also terminal regulations in New York harbor, including rates, rules, and charges for grain, livestock, and storage, deliveries and handling of freight between terminals on domestic, import, export, coastwise, and intercoastal freight, except coal and coke.

An excep
Railroad
and Agen
applicab

With
tions and
pounds of
roads ser
freight
harbor, t
rect to
station
or holdin
so held
the Inter
received
float bri
tariff ru
consigne

Exce

TRANSPORTATION SERVICES AND RATES

ns- An exception to participation in this tariff is the New York, New Haven & Hartford Railroad which publishes provisions for its account in its Tariff I.C.C. F-4288, a); and Agent Boin's Tariff I.C.C. A-920, covering lighterage rules and regulations applicable at Port Newark, N.J.

ey Within free lighterage limits of the harbor and subject to tariff restric-
ncy tions and regulations, carload freight and less-than-carload freight of 6,000 pounds or over is lightered free of cost (certain articles excepted) by the rail-
- roads serving the port; the cost of this service being included in the line-haul
1 freight rate. All carload freight for delivery locally to vessels in New York
and harbor, transported under domestic bill of lading to New York, not consigned di-
- rect to a specific point for lighterage delivery, or to an established freight
1- station of the carriers, is held in or on cars, piers, or warehouses at stations
or holding yards awaiting receipt of written orders for disposition, and while
so held is subject to published demurrage or storage rules lawfully on file with
the Interstate Commerce Commission. When such written order for disposition is
received freight may be forwarded to any station or lighterage delivery (including
float bridges of connecting lines in New York harbor) in accordance with published
tariff rules or to other points in accordance with applicable diversion and re-
consignment tariffs.

Co. Exceptions to these general rules:

Co. B. & O. R.R.--Fresh Fruits (not cold-pack) or Fresh or Green Vegetables (not cold-pack) not shown in list of restricted articles consigned to New York without specific station being shown, when not for export will be considered as consigned to Pier 22, North River (or West 26th St., as the case may be), New York, these being the stations at which Fresh Fruits (not cold-pack) or Fresh or Green Vegetables (not cold-pack) are ordinarily handled.

re. Erie R.R., N.J. & N.Y. R.R.--Fresh Fruits (not cold-pack) or Fresh or Green Vegetables (not cold-pack) not shown in list of restricted articles consigned to "New York, N.Y.," without specific station being shown, when not for export, will be considered as consigned to "Duane St., New York, N.Y.," this being the station at which Fresh Fruits

THE PORT OF NEW YORK, N.Y. AND N.J.

(not cold-pack) or Fresh or Green Vegetables (not cold-pack) are ordinarily handled.

N.Y.C. R.R.--On shipments of Fruits, Fresh (not cold-pack) and Fresh or Green Vegetables (not cold-pack), or originating at points west of the Mississippi River consigned to New York, N.Y., without specific station being shown when not for export, will on request, be delivered at either 33rd St. Station, New York, N.Y., or Barclay St. Station, Piers 16 and 17, North River, New York, N.Y.

P. R.R.--The Pennsylvania Railroad Produce Terminal (Piers 27 and 28, North River), New York, N.Y., is the specific station at which delivery will be made of all shipments of Butter, Butter Substitutes, Cheese, Eggs, Dressed Poultry, Fresh Fruit (not cold-pack) and Fresh or Green Vegetables (not cold-pack) consigned to "New York, N.Y.," without specific station being shown, when not for export, and all such shipments must be waybilled to that point.

Freight for shipment from or delivery to piers, bulkheads, or other landing places other than carriers shown as in New York Harbor free lighterage limits per Agent Boin's Tariff I.C.C. A-978 will be lightered or floated by the rail carrier from or to points subject to the rules, charges, restrictions, and exceptions of said tariff, lighterage free without charge in addition to the charges to and from New York as shown in tariffs, except when specified otherwise in governing tariffs.

The rules, regulations, and charges incidental to floatage and lighterage in New York harbor are so manifold that only a portion of the principal rules and exceptions can be included in this report. Reference is made to governing tariffs for full coverage of the subject.

Lighterage rules and regulations contained in Agent Boin's Tariff I.C.C. A-978 include the following:

(a) The term "Lighterage Free" means that carload shipments of articles entitled to free lighterage will be lightered free to or from any vessel, pier or public landing place within the free lighterage limits of New York Harbor. Lighterage of freight to or from private piers or landings can only be done when shippers or consignees arrange with the owners or occupants of such piers or landings for the use thereof.

(b) Except as otherwise provided in paragraph 1, freight interchanged direct with other railroads or with steamship lines or import freight stored in waterfront public warehouses registered with the Eastern Weighing and Inspection

Bureau
carrier
apply

water
tion
conso
point
er, b
were
must
Satur

be ha
will
at wh

ment

Produ
in re
optio
and c
that
will
pounds

refrig
optio
condit

or fr
erage
in li
as oth

B), ex
erage
float
to tar

or unl
tariff
such a

Bureau, under the provisions of tariff, may be trucked at the option of the carriers parties to this tariff under the same rates and conditions as would apply if the freight were handled by lighter. (Note D.)

1. Subject to provisions of paragraphs 2 and 3, import freight stored in waterfront public warehouses and registered with the Eastern Weighing and Inspection Bureau or import freight discharged from vessels at steamship docks, when consolidated into a carload by the shipper and at his expense at one lighterage point or pier, and there tendered to the carrier may, at the option of the carrier, be trucked under the same rates and conditions as would apply if the freight were handled by lighter. Consolidation under the provisions of this paragraph must be accomplished by the shipper within one (1) calendar day exclusive of Saturdays, Sundays, and holidays.

2. When a consolidation is made at shipper's expense and the freight is to be handled by trucking in lieu of lighterage, the carrier, for its convenience, will not require that the freight be unloaded at the one lighterage point or pier at which it is tendered to the carrier.

3. An Import Certificate must be presented to the carrier at time of shipment to cover all parts of the consolidation.

(c) Meats, fresh or frozen, in straight or mixed carloads and Packing House Products, in straight carloads, or in mixed carloads, with Meats, fresh or frozen, in refrigerator cars, for export, consigned for lighterage delivery, may at the option of the carrier be delivered in cars, on carfloats, under the same rates and conditions as would apply if the freight were handled by lighters, except that on Meats, fresh or frozen, not in bags, boxes or crates (Note C), owners will be required to unload from cars, and an allowance of 15 cents per 2,000 pounds, subject to minimum of \$2.50 per car, will be made.

(d) Fresh Fruit, other than cold packed, in straight or mixed carloads, in refrigerator cars, for export, consigned for lighterage delivery, may at the option of the carrier be delivered in cars on carfloats under the same rates and conditions as would apply if freight were handled by lighter (Note A).

(e) On import, export, intercoastal or coastwise traffic (Note B), rates to or from New York, including free lighterage on articles entitled to free lighterage, will include loading or unloading of lighters, barges or cars on carfloats in lieu of lighterage at place of receipt or delivery by these companies, except as otherwise provided in tariff.

(f) On traffic other than import, export, intercoastal or coastwise (Note B), entitled to free lighterage, rates to or from New York, including free lighterage, will not include loading or unloading of lighters, barges or cars on carfloats in lieu of Lighterage at place of receipt or delivery by carriers parties to tariff.

In the absence of advice from consignor or consignee of his purpose to load or unload the traffic, such service will be performed by carriers parties to this tariff at a charge of 5 cents per 100 pounds, based on actual weight, subject to such additional charges as are otherwise provided in tariff.

Note C.- The terms "permitting" and "provided same is on permit time," will apply only to railroad marine units delivering freight on which a steamship permit has been issued.

Note D.- If a barge, carfloat, derrick, lighter or scow is permitted for 8:00 A.M. or prior thereto on a certain day and reports by 9:00 A.M. of that day, such barge, carfloat, derrick, lighter or scow shall be considered as reporting on permit time.

Extra Towing Charges Beyond Free Lighterage and Floating Limits of
New York Harbor

Car floatage and lighterage to points beyond "Free Lighterage Limits" are subject to extra towing charges per boat as follows:

Barges, Lighters and
Scows, Derricks handling
pieces or packages each of
which weigh 25 tons or under

EAST RIVER BEYOND POT COVE:

East Dock Wards Island.....	\$ 42.61
Points beyond East Dock Wards Island to Port Morris, inc.....	65.22
Points beyond Port Morris to Oak Point, inc.....	65.22
Points beyond Oak Point to Hunts Point, inc.....	100.87
Points beyond Hunts Point to Clason Point, inc....	100.87
Points beyond Clason Point to Westchester Creek or Willets Point, inc.....	100.87
Points beyond Willets Point to Harts Island, inc..	163.48
Points on Bronx Creek, above or below bridges.....	100.87
Points (all) on Eastchester Creek.....	163.48
Points beyond Pot Cove to Lawrence Point, inc.....	65.22
Points beyond Lawrence Point to Sanford Point, including Bowery Bay and Ricker's Island.....	65.22
Points on Flushing Bay and Flushing Creek.....	100.87
Points beyond Sanford Point to College Point, inc.	100.87

Upon request of shipper, owner or consignee and at their expense, the carriers will arrange for the towing of derricks handling pieces or packages, any of which weigh over 25 tons, and carfloats.

Lighters, Derricks handling pieces or packages each of which weighs 25 tons or under	Barges and Scows	Carfloats, Derricks handling pieces or packages any of which weighs over 25 tons
--	---------------------	--

HARLEM RIVER BEYOND McCOMBS DAM BRIDGE:

Points beyond McCombs Dam Bridge to High Bridge, 170th St., Harlem River...	\$71.50	\$62.57	\$126.92
---	---------	---------	----------

410

THE PORT OF NEW YORK, N.Y. AND N.J.

	Lighters, Derricks handling pieces or packages each of which weighs 25 tons or under	Barges and Scows	Carfloats, Derricks handling pieces or packages any of which weighs over 25 tons
<u>HARLEM RIVER BEYOND MCCOMBS DAM BRIDGE:(CONT'D)</u>			
Points beyond High Bridge to Kings Bridge, 225th St., Harlem River....	\$89.36	\$76.87	\$148.37
Points beyond Kings Bridge, Harlem River to Spuyten Duyvel, North River...	96.53	84.02	171.60
			Carfloats, Derricks handling pieces of packages any of which weighs over 25 tons
<u>HUDSON RIVER BEYOND 135th St.:</u>			
Points beyond 135th St., to George Washing- ton Bridge.....	\$75.08		\$107.25
Points beyond George Washington Bridge to Dyckman St.....	110.83		150.15
<u>STATEN ISLAND SOUND BEYOND PORT IVORY:</u>			
Beyond Port Ivory to and including Gulfport, S. I.....	107.25		150.15
Beyond Gulfport, S.I., to and including northern end of Pralls Island, N.Y.....	125.13		173.39
Beyond the northern end of Pralls Island to and including Chelsea, S.I.....	143.00		194.84
Beyond Chelsea, S.I., to and including Linoleumville, S.I.....	160.88		207.35
Beyond Linoleumville, S.I., to and including the mouth of Fresh Kills Creek, S. I.....	178.75		239.53
Points in Fresh Kills Creek, S.I.....	232.38		307.45
Points beyond the mouth of Fresh Kills Creek, S.I., to and including Tottenville, S.I., on Staten Island Sound.....	268.13		352.14
<u>SOUTH BROOKLYN BEYOND 69th ST.:</u>			
Points beyond 69th St., So. Brooklyn to Fort Hamilton.....	\$134.07		\$178.75
Points beyond 69th St., So. Brooklyn to Bath Beach (Cropsey's Dock), Foot of Bay 35th St., inc.....	143.00		196.63
Points beyond 69th St., So. Brooklyn to Foot of West 35th St., on Gravesend Bay, in- cluding points on Coney Island Creek (Grave- send Ship Canal) west of Cropsey Ave. Bridge.	160.88		223.44

SO

GO

car

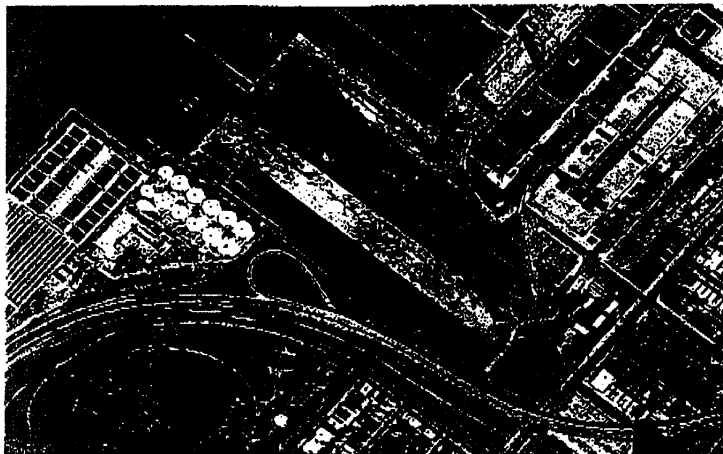
for

Ont

the

4

Railroad Float Bridge Improvements-



Conceptual Design Report - Final Report

**Prepared for the
Port Authority of NY and NJ**

by
FREDERIC R. HARRIS, Inc.
November 25, 1998



A general arrangement drawing of the proposed barge is shown in Sketch SK - 11 and has been designed to accommodate the fixed length of the double-stack container car which has an overall length of 308 feet and is shown on the barge drawing. The car is secured in the "transit" position. While it may appear from the drawing that the barge is unnecessarily long, this length is required to accommodate the rail switches and the standard clearances.

Marine Fendering

In order to facilitate consistent and timely arrival and departure of barges under all but the most harsh weather conditions, a new set of fenders has been included within the planing. Sketch SK - 12

Yard Operation

A two story office and support building has been included to provide for the various management and administrative activities that will be sighted in the terminal. This building will be located near the "road" entrance.

The timely movement of railcars within the terminal as well as the loading and unloading of the carfloats will greatly effect the ability for the carfloats to arrive and depart on schedule. To accomplish this five diesel powered shunting locomotives of 1,500 HP have been included for this task.

3.2.2 Summary

Three major system components are identified as integral to the Rail Float Bridge system. These are a Switching Yard, Transfer Bridges and Barge Fleet. Four Transfer Bridges have been included in order to maximize the terminal capacity, within the limits set by the 65th Street Terminal. Eight barges and four tugs will operate on a 24-hour per day, five-hour round trip schedule. This generates a throughput capacity of 460,800 railcars per year between the Greenville Terminal and the 65th Street Terminal. Development with three transfer bridges, utilizing six barges and three tugs will generate a capacity of 345,600 railcars per year between the 65th Street Terminal and the Greenville Terminal. Development with two transfer bridges, utilizing four barges and two tugs will generate a capacity of 230,400 railcars per year between the 65th Street Terminal and the Greenville Terminal.

3.3 General - Staten Island

The Staten Island Terminal location is potentially the largest of the three sites. The site can be developed to satisfactorily meet the operational capacity requirements of the 65th Street terminal, without compromising the efficiency of the operation. However, the greater

distance to this terminal requires a significant increase in barges (100%) and tugs (75%) in order to maintain the throughput capacity established by the 65th Street Terminal. As will be seen in the cost section, this represents a considerable increase in investment.

There are a number of exhibits for this terminal, included in the last section of this report,

- SK - 4, aerial photo
- SK - 7, existing track layout
- SK - 10, proposed track layout
- SK - 12, fender plan

3.3.1 Terminal Elements

The Throughput Methodology discussed in Section 3 of this chapter, defines the inter-relation of the terminal elements and how each sub-element combines to create a system with a maximized capacity. Since the Staten Island Terminal is potentially the largest of the three terminal locations, it is not constrained by the space limitation found at the 65th Street Terminal. However, the transfer bridge and barge interface has been "fixed" in the 65th Street Terminal and must be incorporated into the Staten Island layout as well. Sketch SK - 10 defines the proposed track layout and number of railcar storage positions.

The individual terminal elements are the same as those for the 65th Street Terminal and the Greenville Terminal but the Staten Island terminal does not have an intermodal yard.

Switching Yard

For comparison and cost generation purposes, the layout of the proposed yard is essentially identical, with only minor modifications being made to accommodate site specific conditions and to remove the intermodal yard included in the 65th Street layout. In general, the capacities are the same for the three sites under consideration. These capacities and details are reviewed below.

As with the 65th Street layout, a total of 28 tracks are provided in the yard on 14 or 17-foot centers. A double Number 10 ladder will provide access into the yard from the existing railroad. It is assumed that the yard traffic will completely turn over within 6 hours, and no additional storage capacity is required.

Four Transfer Bridges have been included, each servicing four to six tracks. This results in a configuration of four Number 10 ladders to handle outbound traffic from the yard to the bridges. To provide flexibility, a double crossover will be provided at each transfer bridge and between each of the four "sub-yards."

Storage tracks will supply additional flexibility to yard operations for traffic that may be held during assembly of units or train consists. These stub ended tracks will

13

THE PORT AUTHORITY
07/07/90

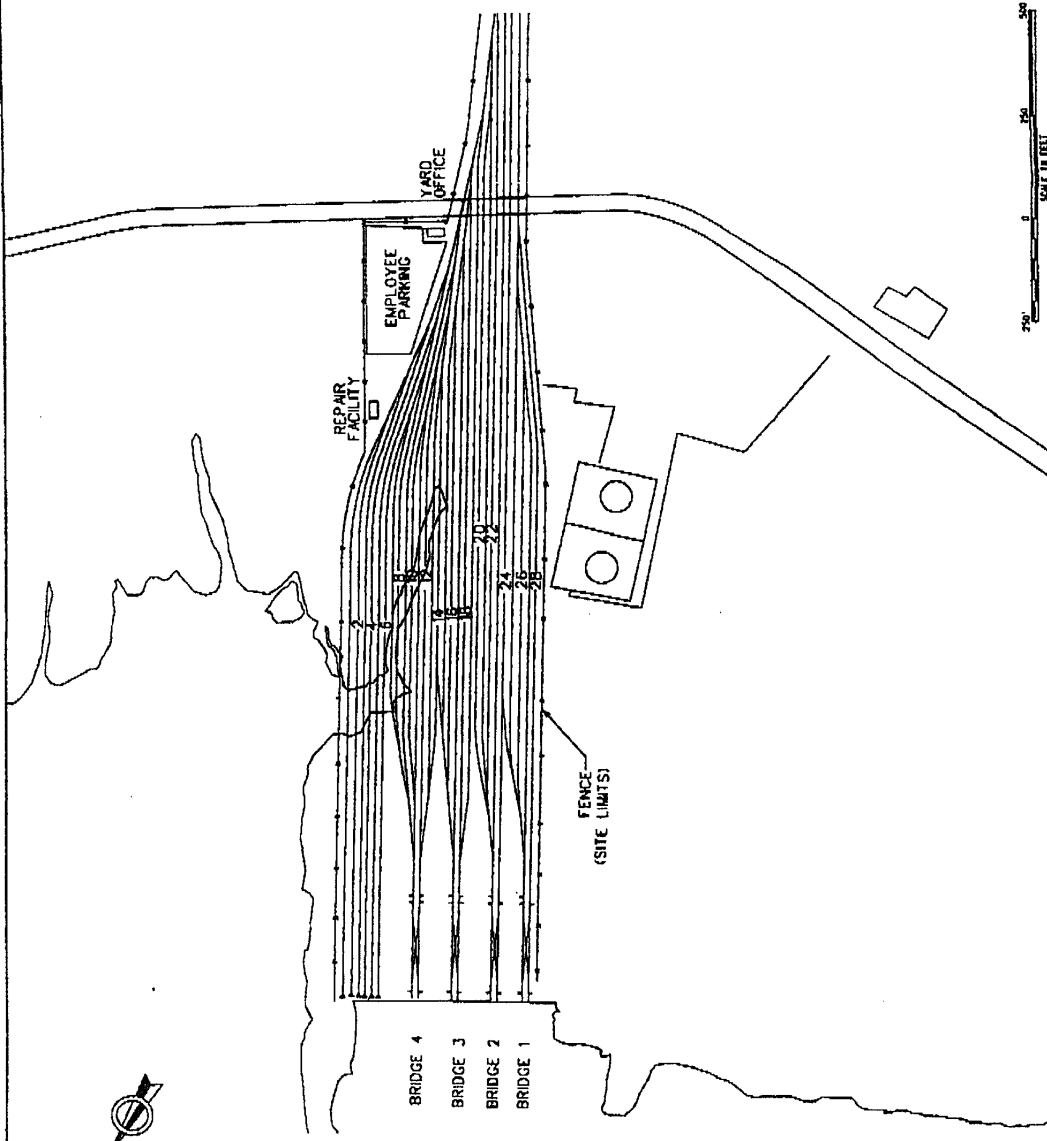
Project No. 100-0000
300 East 14th Street
New York, New York 10003

Project Title
Railroad Plant
Bridge Improvement
STATION ISLAND
NEW YORK

STATION ISLAND
PROPOSED
4 BRIDGE OPTION
NEW TRACK
LAYOUT

1. Line Item
2. Description
3. Amount

Contract Number
07-000-000



BRIDGE 4
BRIDGE 3
BRIDGE 2
BRIDGE 1

TRACK	CAR SPOTS
1	40
2	20
3	22
4	24
5	24
6	20
7	11
8	9
9	14
10	7
11	12
12	15
13	12
14	0
15	0
16	11
17	15
18	19
19	22
20	21
21	18
22	0
23	27
24	40
25	12
26	0
27	12
28	21

APR 11, 1999 (Golden New York 1000 1557/28)

5

CORPS OF ENGINEERS
U. S. ARMY

PORT SERIES No. 5
(REVISED 1965)

THE PORT OF NEW YORK, N. Y. AND N. J.

IN THREE VOLUMES

VOLUME 2

DATA ON PIERS, WHARVES, AND DOCKS
PART 2



PREPARED BY
THE BOARD OF ENGINEERS FOR RIVERS AND HARBORS

7 APR 1967

UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON: 1966

For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402 - Price \$2.25

PIERS, WHARVES, AND DOCKS

Newark Bay, Port Newark/Elizabeth - Port Authority Marine Terminal
Newark, N.J.

Code of Engineering Port Code No. 02-863	02-863	02-864	02-864
Reference Number of Map No. 57	271, 272	374 to	374 to
NAME	14 Dock Code No. 244 Port Newark-Port Authority Marine Terminal, Railroad Car Float Bridge, North 51.	15 Dock Code No. 273 Port Newark-Port Authority Marine Terminal, Berths 55, 36, and 34.	16 Dock Code No. 377 Port Newark-Port Authority Marine Terminal, Berths 32, 50, 38, and 28.
LOCATION ON WATERFRONT	North side of inner end of Elizabeth Channel.	North side of Elizabeth Channel at entrance, and west side of Port Newark Pierhead Channel.	West side of Port Newark Pierhead Channel, south of entrance to Port Newark Channel.
OWNED BY	City of Newark, N.J.	City of Newark, N.J.	City of Newark, N.J.
OPERATED BY	Erie-Lackawanna Railroad Co. and New York Central Railroad Co.	The Port of New York Authority.	United Port Service Co., subsidiary of Norton, Lilly & Co., Inc.
PURPOSE FOR WHICH BUILT	Transfer of railroad cars to and from car floats.	Receipt of iron and aluminum ingots, steel products, lumber, bulk salt, pesticides, and other shipment of scrap metal; occasional handling of general cargo.	Receipt and shipment of general cargo and automobiles in foreign trade; receipt of steel products and vegetable oils; shipment of fallow.
TYPE OF CONSTRUCTION	Steel transfer bridge with timber pontoon; timber ferry rack.	Concrete retaining wall, solid fill with asphaltic-concrete surface on concrete relieving platform supported on timber piles; platform fronts rock dike and timber sheeting; timber fender system extends along face of wharf.	Concrete retaining wall, solid fill with asphaltic-concrete surface on concrete relieving platform supported on timber piles; platform fronts rock dike and timber sheeting; timber fender system extends along face of wharf.
DESCRIPTION		Elizabeth Channel side	Newark Bay side
Dimensions			
Depth alongside at low tide	30	30	30
Usable Berthing Space	400	400	400
Width of Apron	100	100	100
Height of Deck Above Water	12	12	12
Load Capacity per Sq. Ft. (Lbs.)	1000	1000	1000
Lighted or Unlighted	Lighted.	Lighted.	Lighted.
TRANSIT SHEDS	None.	None.	Buildings Nos. 178-181: two steel frame, aluminum-covered, with asphalt-surfaced floors. Each shed divided into 2 sections. 800 by 201, each. 20
Number and Type of Construction			
Length and Width			
Weight (Lbs.)			
Floor Area for Cargo (Sq. Ft.)			228,200, total both sheds.
Load Capacity per Sq. Ft. (Lbs.)			500
Cargo Doors			Sheds: twenty-eight, 30- by 14-ft.; others: twenty-four, 30- by 14-ft. at rear and four, 30- by 20-ft. at ends.
MECHANICAL HANDLING FACILITIES	None.	Mobile and crawler cranes, forklift trucks, and other types of equipment are either rented or furnished by the stevedoring companies using wharf; floating cranes are also used and available on a rental basis. Cranes available for hire by the public are listed and described in Volume No. 1 of this report, under the chapter titled "Lifting Facilities - Ashore and Afloat."	Seven, steel, cargo beams on ship-side of each transit shed, capacity 12 1/2 tons each; one, gasoline-operated, mobile, car-pusher for shifting railroad cars, and lighters. See Mechanical Handling Facilities, Reg. No. 15.
RAILWAY CONNECTIONS	Two surface tracks on transfer bridge join with assembly yard in rear, capacity thirty-seven 40-foot cars, and additional trackage serving Port area; connect with Central Railroad Company of New Jersey, Pennsylvania Railroad, and Lehigh Valley Railroad; and via car floats with Erie-Lackawanna Railroad and New York Central Railroad.	Two tracks extend along apron on east and south sides, total length 2,370 feet, and join additional trackage serving Port area; connect with Central Railroad Company of New Jersey, Pennsylvania Railroad, and Lehigh Valley Railroad.	Two surface tracks on apron and 2 platform-level tracks along rear of transit sheds, total length 8,380 feet, join additional trackage serving Port area; connect with Central Railroad Company of New Jersey, Pennsylvania Railroad, and Lehigh Valley Railroad.
HIGHWAY CONNECTIONS	Via Terminal Street (access), asphalt, 48 feet wide, from U.S. Highway Nos. 1 and 9 and N.J. Turnpike (arterial) paved.	Via Port Authority Road (access), asphalt, 55 and 48 feet wide from U.S. Highway Nos. 1 and 9 and N.J. Turnpike (arterial) paved.	Same as Ref. No. 15.
WATER SUPPLY (Available to Vessels)	None.	Through 2 1/2-inch hose connections at each berth; at Port Authority watered rates.	Same as Ref. No. 15.
ELECTRIC CURRENT (Available to Vessels)	None.	None.	A.C., 120 volts, single-phase, 60-cycle; available through outlet at each berth.
FIRE PROTECTION (Other than City)	Hydrant in rear.	Hydrant at each berth.	Sprinkler system in transit sheds; hydrants at each berth; and hose, hydrants, and hand extinguishers in each shed.
REMARKS	Car float bridge is operated as a public facility and may be used by any other railroad car float.	Open storage area on wharf, exclusive of apron area, totals 535,000 square feet. Additional open storage areas are available west of wharf: Maher Stevedoring Co., Inc., operates a public, lumber-storage yard with total area of 198,200 square feet; Associated Metals & Mineral Corp. operates an adjacent scrap-metal storage yard with a total area of 200,000 square feet.	Paved truck-manuevering and parking area, with 482,800 square feet of space in rear of sheds; parking lot for automobiles, 150,280 square feet. Maher Stevedoring Co., Inc., operates a paved storage yard, with 270,000 square feet of space, in rear of North 32 for storage of rubber and lumber; and has an automobile storage yard west of Bldg No. 135 with 288,000 square feet.

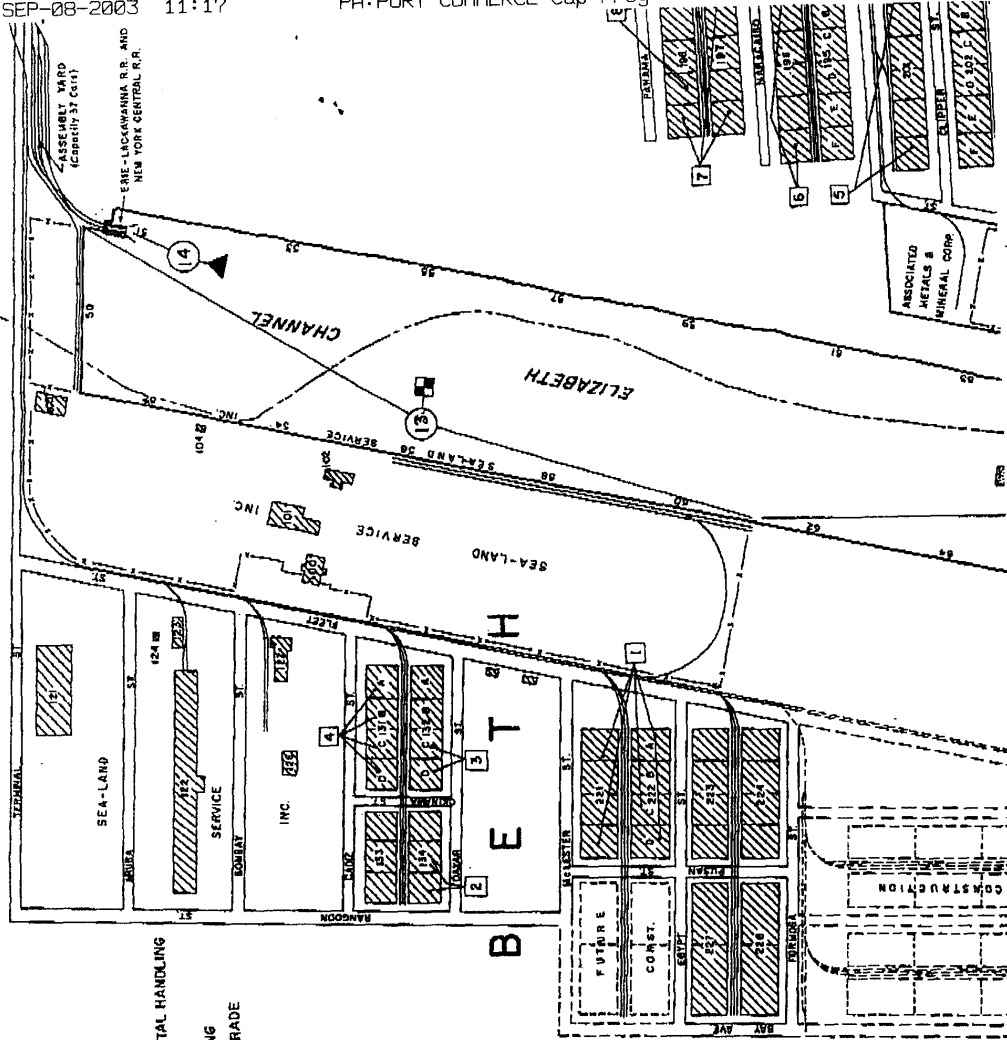
CORPS OF ENGINEERS

LEGEND

- | | |
|---|---|
| <ul style="list-style-type: none"> □ GENERAL CARGO TERMINALS-FOREIGN TRADE □ GENERAL CARGO TERMINALS-DOMESTIC TRADE ○ OIL HANDLING ○ LUMBER HANDLING □ DRY STORAGE WAREHOUSES □ COLD STORAGE WAREHOUSES □ SALT HANDLING □ CHEMICAL HANDLING | <ul style="list-style-type: none"> ⊗ MARINE REPAIR PLANTS ▲ CAR FLOAT BRIDGES ▨ PUMICE HANDLING ▨ IRON, STEEL & SCRAP METAL HANDLING ▨ ORE HANDLING ▨ VEGETABLE OIL HANDLING ▨ INTRAPORT AND LOCAL TRADE |
|---|---|

* FIGURE 1 REFER TO DESCRIPTIONS IN VOL. 1.
 TRUNNIT SYMBOLS ARE SHOWN AS CROSSHATCHED BUILDINGS.

E L I Z A B E T H



PORT FACILITIES AT PORT OF NEW YORK
 NEWARK BAY, N. J.

PORT NEWARK-ELIZABETH-PORT AUTHORITY MARINE TERMINAL

BOARD OF ENGINEERS FOR RIVERS AND HARBORS
 WASHINGTON D.C. FIELD DATA AS OF JUNE-OCT 1965

SUBMITTED: *William J. McQuinn*
 CHIEF, PORTS BRANCH

APPROVED: *William J. McQuinn*
 COLONEL, CORPS OF ENGINEERS, U.S.A.

WACD: *William J. McQuinn*
 CHIEF, STATISTICAL AND SERVICE DIVISION

MAP NO. 57

6



Howland Hook Container Terminal, Inc.

300 Western Avenue, Staten Island, New York 10303

Tel: (718) 273-7000 Ext. 215 • Fax (718) 273-9121 • jdevine@hhook.com

James J. Devine

President and CEO

October 16, 2003

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
United States Department of Transportation
1925 K Street NW
Washington, DC 20423

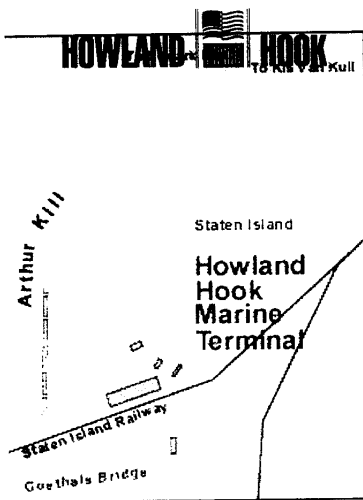
**Statement Of Jim Devine Before The Surface Transportation Board In Support Of The
Port Authority of New York and New Jersey's Request for Expedited Treatment of Its
Petition for a Declaratory Order**

My name is Jim Devine, and I am the President and Chief Executive Officer of the Howland Hook Container Terminal, Inc. in Staten Island, New York City. I am responsible for overall management and operations of Howland Hook, which is the largest deepwater container terminal in the State of New York. This statement is in support of the Port Authority's request for expedited treatment of its petition for a Declaratory Order regarding Surface Transportation Board jurisdiction over construction of a proposed connection between the former Staten Island Railroad North Shore Line and the Conrail Chemical Coast Secondary Line in Elizabeth, NJ (the "Chemical Coast Connector").

Howland Hook occupies a 187-acre tract, consisting of 2,500 linear feet of berth, which is currently being expanded to 3,000 feet that will enable us to handle three large vessels simultaneously. The terminal includes some 100 acres of open area for container storage; six ship-to-shore container cranes; 500,000 square feet of covered area for stuffing and stripping and for dry, temperature-controlled and hazardous cargoes. In 2002, the terminal handled some 296,755 containers and will have the capacity to handle up to 425,000 annually when the construction is complete.

Howland Hook is also the only marine container terminal in the City of New York with potential for seamless double stack intermodal service, which will be achieved as soon as the Chemical Coast Connector is constructed. Moreover, the Port Ivory Intermodal Terminal adjacent to Howland Hook, which the Port Authority intends to construct next year, will be the only double stack intermodal facility in New York City, Long Island, and the entire "East-of-Hudson" metropolitan area.

Our most important challenge at this time is to reactivate efficient and direct rail service to Howland Hook as soon as possible, and the Port Authority's construction of the Chemical Coast



Vernon A. Williams
October 16, 2003
Page 2

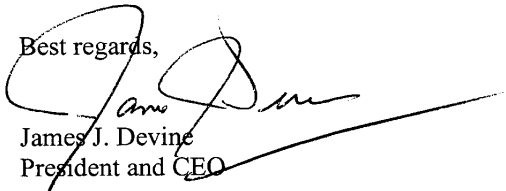
Connector is an essential requirement for the service. The Howland Hook Container Terminal is currently at an extreme competitive disadvantage versus virtually every major container terminal on the Atlantic Seaboard because it does not have efficient or direct rail service. Consequently, we are forced to dray containers bound for the Midwest and other inland destinations via truck over the highway system to intermodal rail facilities in New Jersey. In 2002, this process required approximately 22,500 round-trip truck moves producing one

half-million truck miles in an already very congested, non-attainment air quality area. The additional drayage cost for these moves exceeds \$4 million annually, all of which could be avoided if the facility had direct rail access through the proposed Chemical Coast Connector. Every day that goes by without the Chemical Coast Connector prevents us from realizing the potential of this terminal, adds unnecessary costs to shippers (and ultimately consumers), reduces the long-term financial viability of my business unit, and aggravates local traffic congestion conditions. We have already lost several major ocean carrier customers over the past year, and have been unable to attract others, because of the lack of direct and efficient rail service and delays in the anticipated restoration of this service.

In addition, the Port Authority has already invested and/or plans to invest over the next five years some \$300 million in this facility including berth extensions, property acquisition and significant rail infrastructure improvements. Following completion of those projects, an additional \$300 million is programmed primarily to build out the container terminal, to complete the dredging projects, and to fully build out the rail improvements. My firm, Howland Hook Container Terminal Inc., similarly has invested and plans to invest significant resources in modernization of the terminal including acquisition in 2004 of four new post panamax gantry cranes at a cost of \$27 million. Inability to attract customers due to lack of rail service places these investments at risk.

In summary, the lack of direct and efficient rail freight service to Howland Hook is a major commercial disadvantage that every day requires an environmentally unfriendly transportation solution and significant cost expenditures. It is respectfully requested that the Surface Transportation Board expedite proceedings to allow the Port Authority to proceed as soon as possible with construction of the Chemical Coast Connector.

Best regards,


James J. Devine
President and CEO

7

CITY COUNCIL - ELIZABETH, N. J.

REGULAR MEETING - TUESDAY, AUGUST 13, 2002

AGENDA

ROLL CALL.

PRAYER AND PLEDGE OF ALLEGIANCE TO THE FLAG.

APPROVAL OF MINUTES: Regular Meeting, May 14, 2002; Regular Meeting, May 28, 2002;
Conference, June 5, 2002; Regular Meeting, June 11, 2002;
Special Meeting, June 18, 2002; Conference, June 18, 2002;
Conference, July 2, 2002

PUBLIC SPEAKING: RESIDENTS AND TAXPAYERS ADDRESS THE CITY COUNCIL.

PUBLIC HEARINGS

- ORD. NO. 3435 - Authorize the filing of a Declaration of Taking and institution of condemnation proceedings against the property located at 785-821 Pearl Street for the acquisition of easements in conjunction with the City's CSO Solids/Floatables Control Facilities Program.
- ORD. NO. 3436 - Authorize bus stop changes for New Jersey Transit's routing of the Clark/New York bus route.
- ORD. NO. 3437 - Permit Langan Engineering and Environmental Services, Inc., 500 Hyde Park, Doylestown, PA., on behalf of Elizabethtown Gas, to conduct off-site soil sampling and to install one (1) groundwater monitoring well at the former MGP site located on South Street.

PETITIONS, COMMUNICATIONS, ETC.

By the Clerk:

Letter dated July 31, 2002, from the Business Administrator recommending the award of a contract to Seely Equipment and Supply Company, 1325 Highway #34, Farmingdale, N.J., for the furnishing of one (1) chipper for the Department of Public, at a cost of \$31,982.00.

Which was referred to Council As A Whole.

By the Clerk:

Letter dated July 31, 2002, from the Business Administrator recommending the award of a contract to Lawmen Supply Company, 5521 Whitehorse Pike, Egg Harbor City, N.J., for the purchase of fifty (50) Sig Sauer P226 handguns for the Police Department, at a total cost of \$17,994.00.

Which was received.

By the Clerk:

Letter dated July 31, 2002, from the Business Administrator recommending the award of a contract to Motorola, Inc., 85 Harristown Road, Glen Rock, N.J., for the purchase of one (1) Spectra mobile radio for the Police Department, at a cost of \$4,510.60.

Which was received.

COUNCIL - AUGUST 13, 2002 - 7 -

PETITIONS, COMMUNICATIONS, ETC.

By the Clerk:

Letter dated July 17, 2002, from the Chief Financial Officer requesting authorization for the Tax Collector to cancel previously disallowed senior citizen tax deductions for Tax Year 2001, pursuant to a submitted listing in the total amount of \$3,250.00.
Which was received.

By the Clerk:

Letter dated July 23, 2002, from the Chief Financial Officer requesting authorization for the Tax Collector to refund/credit the owner of the property located at 248-256 Third Street for an overbilling of taxes for Calendar Year 2002, in the amount of \$8,211.45.
Which was received.

By the Clerk:

Letter dated July 22, 2002, from the Chief Financial Officer requesting authorization for the Tax Collector to refund/credit the owner of the property located at 354 Cherry Street for an overbilling of taxes for Calendar Year 2002, in the amount of \$3,638.30, as well as the property located at 201-263 Port Avenue, 242-48 Port Avenue and 241-47 Third Avenue, in the total amount of \$6,164.91.
Which was received.

By the Clerk:

Letter dated July 10, 2002, from the Chief Financial Officer requesting authorization for the Tax Collector to refund/credit the owner of the property located at 1021 Magnolia Avenue for an overbilling of taxes for Calendar Year 2002, in the amount of \$884.31; an overbilling of taxes for Calendar Years 1998- 2002 on the property located at 740 Spring Street, in the amount of \$3,369.61; an overbilling of taxes for Calendar Year 2002 on the property located at 11-13 Spring Street, in the amount of \$3,271.95.
Which was received.

By the Clerk:

Letter dated July 10, 2002, from the City Attorney requesting an amendment to the contract awarded to Raymond S. Londa, Esq., 277 North Broad Street, Elizabeth, N.J., which provided legal representation of police officers and other City employees for the period July 1, 2001 through June 30, 2002, at a cost not to exceed \$65,000.00, to provide for an additional \$29,100.00 for time and expenses that exceeded the original contract cost.
Which was received.

By the Clerk:

Letter dated August 5, 2002, from the City Attorney requesting the adoption of an ordinance authorizing the filing of a declaration of taking and institution of condemnation proceedings to obtain easements from Clean Ventures, Inc., 226-304 South First Street, as part of the City's CSO Solids/Floatables Control Facilities Project.
Which was received.

By the Clerk:

Letter dated August 6, 2002, from the City Attorney requesting authorization for the Mayor to execute an agreement with the Port Authority of New York and New Jersey for the realignment of Relocated Bayway Avenue and the relocation of utilities located in Elizabeth.
Which was received.

By the Clerk:

Letter dated July 29, 2002, from the Second Assistant City Attorney requesting an ordinance to allow the filing of a declaration of taking and institution of condemnation proceedings against Trinity Bag and Paper Company, Inc., 732-752 Dowd Avenue, to obtain an easement in conjunction with the City's CSO Solids/Floatables Control Facilities Project.
Which was received.

COUNCIL - AUGUST 13, 2002 - 12 -

NEW BUSINESS (Cont'd.)

Authorize the award of a contract to Quality Claims Adjusters, Inc., 484 West Side Avenue, Jersey City, N.J., to provide administrative services for the City's self-insurance program for the period August 1, 2002 through July 31, 2004, at a cost of \$388,500.00.

Amend a resolution dated June 11, 2002, which authorized settlement in the litigation matter of John Kish vs. the City of Elizabeth in the amount of \$108,000.00, by increasing the settlement award to \$121,275.00.

Authorize settlement in the workers compensation litigation matter of John Szelengiewicz vs. the City of Elizabeth in the amount of \$15,300.00.

Authorize the Mayor to execute an agreement with the Port Authority of New York and New Jersey for the Port Authority to realign Relocated Bayway Avenue and the relocation of utilities located in Elizabeth.

Authorize the City of Elizabeth's Planning Board to review and recommend an ordinance mandating off-street parking for tenants.

Establish a lien on the property located at 518 East Jersey Street in order to reimburse the City of Elizabeth for the "boarding up" of the premises on subject property in the amount of \$225.25.

Establish a lien on the property located at 1078 Bond Street in order to reimburse the City of Elizabeth for the "boarding up" of the premises on subject property in the amount of \$250.00.

Establish a handicapped parking space in front of the premises located at 46 Fourth Street.

Establish a handicapped parking space in front of the premises located at 851 Martin Street.

Establish a handicapped parking space in front of the premises located at 326 High Street

Establish a handicapped parking space in front of the premises located at 838 Martin Street.

Establish a handicapped parking space in front of the premises located at 596 Jackson Avenue.

Delete a handicapped parking space from in front of the premises located at 46 Smith Street.

Grant a waiver of the residency requirement for Emergency Medical Technician Christopher J. Wray for a one-year period.

Grant a waiver of the residency requirement for Emergency Medical Technician Lauren N. Wigfall for a one-year period.

Grant a waiver of the residency requirement for Emergency Medical Technician James Rogers for a one-year period

Authorize the Tax Collector to cancel previously disallowed senior citizen tax deductions for Tax Year 2001, pursuant to a delineated list submitted July 17, 2002, in the total amount of \$3,250.00.

Authorize the Tax Collector to refund/credit the owner of the property located at 257-263 Third Street (Housing Authority), for an overbilling of taxes for 2001 and 2002, in the total amount of \$57,678.17, plus any interest.

Authorize the Tax Collector to refund/credit the owner of the property located at 248-256 Third Street (Port Electric Supply), for an overbilling of taxes for Calendar Year 2002, in the amount of \$8,211.45.

PROCEEDINGS OF CITY COUNCIL

(OFFICIAL)

ELIZABETH, N.J.

Tuesday Evening
August 13, 2002
7:30 P.M.

A regular meeting of the City Council was held this evening in the City Council Chamber, City Hall.

President Carlos J. Alma announced that this regular meeting which was originally scheduled for August 27, 2002, pursuant to the "annual notice" as defined by Chapter 231, P.L. 1975, was rescheduled for August 13, 2002 by the adoption of Ordinance No. 3433. Ordinance No. 3433 was published in two issues of the Star Ledger and posted on the bulletin board from June 26, 2002 through July 23, 2002.

Additionally, a separate notice of this meeting change was published in the Star Ledger and Home News Tribune on August 8, 2002 and forwarded to Cablevision of Elizabeth and posted and filed in the city clerk's office in compliance with the terms of the Open Public Meetings Law of New Jersey on August 5, 2002.

PRESENT: Council members at Large Frank J. Cuesta; Edward Jackus; Patricia Perkins-Auguste; Council members [REDACTED] Carla A. Mazza, 2nd Ward; Robert M. Jaspan, 3rd Ward; [REDACTED] Angelo A. Paternoster, 6th Ward And President Carlos J. Alma, 4th Ward Councilman - 7.

ABSENT: Council members Manny Grova, Jr.; A. Tony Monteiro - 2.

ALSO PRESENT: Raymond Bolanowski, First Assistant City Attorney.

Councilwoman Mazza delivered the opening prayer and led all present in the Pledge of Allegiance to the American Flag.

The minutes of the meetings held Regular Meeting, May 14, 2002; Regular Meeting, May 28, 2002; Conference, June 5, 2002; Regular Meeting June 11, 2002; Special Meeting, June 18, 2002; Conference, June 18, 2002; Conference, July 2, 2002 were approved as printed.

24

NEW BUSINESS [REDACTED]

Councilman Jackus MOVED for a suspension of the rules for the purpose of considering a resolution which did not appear on the agenda, seconded by President Alma.

Which was carried unanimously.

BY CITY COUNCIL AS A WHOLE:

WHEREAS, the Acting Director of Public Works has advised that the City of Elizabeth has been awarded a \$75,000.00 federal grant to cover the full cost of a Water System Infrastructure Vulnerability Assessment and Emergency Response Plan under USEPA Water Infrastructure Security Grant Program. The objective of the assessment is to review the various components of the City's water system infrastructure to determine where the system may be most vulnerable to acts of terrorism; now, therefore, be it

RESOLVED by the City Council of the City of Elizabeth that the proper City official is authorized to access the \$75,000.00 federal grant to cover the full cost of a Water System Infrastructure Vulnerability Assessment and Emergency Response Plan under USEPA Water Infrastructure Security Grant Program. The objective of the assessment is to review the various components of the City's water system infrastructure to determine where the system may be most vulnerable to acts of terrorism.

Which was adopted by the following vote:

AFFIRMATIVE: Cuesta, Jackus, Perkins-Auguste, [REDACTED]
Mazza, Jaspán, [REDACTED] Paternoster
And President Alma -7.

NEGATIVE: None

The regular order of business was then resumed.

60

BY CITY COUNCIL AS A WHOLE:

WHEREAS, the City Attorney has advised that as a part of the understanding with the Port Authority of New York and New Jersey, under which the Port Authority increased its contribution to the community development agreement by two million dollars annually, the City has agreed to cooperate with the Port Authority in construction of a new freight rail connection between Staten Island and Elizabeth; and

WHEREAS, the Port Authority proposes to build a realignment of relocated Bayway Avenue down to Amboy Avenue, and a portion of relocated Bayway Avenue will be vacated; and

WHEREAS, the City Attorney has requested that the City Council of the City of Elizabeth adopt a resolution authorizing the Mayor to execute an Agreement to accomplish the proposed work as set forth in a letter, dated August 6, 2002 from Carole Margetson, Esq., Attorney, Real Estate and Environmental Law Division, Port Authority of New York & New Jersey; now, therefore, be it

RESOLVED that the City Council of the City of Elizabeth authorizes the Mayor to execute an agreement with New York and New Jersey Railroad Corporation a subsidiary of the Port Authority of New York and New Jersey for the building of a realignment of Relocated Bayway Avenue to Amboy Avenue and accomplish the proposed work as set forth in the aforementioned letter dated August 6, 2002.

- Which was adopted by the following vote:

AFFIRMATIVE: Cuesta, Jackus, Perkins-Auguste, [REDACTED]
Mazza, Jaspan, [REDACTED] Paternoster
And President Alma - 7.

NEGATIVE: None

86

BY CITY COUNCIL AS A WHOLE:

RESOLVED that City Council of the City of Elizabeth hereby confirms and approves the payment of all utility bills for the City of Elizabeth as indicated hereinbelow; and be it

FURTHER RESOLVED that the foregoing payments are excepted from the requirement of bidding by the provisions of the Local Public Contracts Law N.J.S.A. 40A:11-5(1)(f); and be it

FURTHER RESOLVED that the following certifications of availability of funds are on file in the office of the City Clerk:

AT&T	2-01-31-440	\$	27.75
NUI ELIZAETHTOWN GAS COMPANY	2-01-31-446	\$	4,411.60
NUI ENERGY INC.	2-01-31-446		
	2-07-55-500-SEW-352	\$	6,698.93
LANGUAGE LINE SERVICES	2-01-43-490-MCO-317	\$	605.45
PUBLIC SVC, ELEC &	2-07-55-500-SEW-352	\$	248,712.26
SPRINT	2-01-31-440	\$	1,430.30
VERIZON WIRELESS	2-01-31-440	\$	5,685.60
VERIZON	2-01-31-440	\$	39,846.74
VERIZON	2-01-31-440	\$	176.86
VERIZON NETWORK INTEGRATION GAS COMPANY	2-01-20-140-DPR-307	\$	99.75

Which was adopted by the following vote:

AFFIRMATIVE: Cuesta, Jackus, Perkins-Auguste, [REDACTED],
Mazza, Jaspan, [REDACTED], Paternoster,
And President Alma - 7

NEGATIVE: None

Councilman Jackus moved that City Council do now adjourn.

Which was carried unanimously.

Whereupon President Alma declared City Council adjourned

at 8:20 P.M.

APPROVED

CARLOS J. ALMA
President of City Council

ANTHONY R. PILLO
City Clerk

8

PROCEEDINGS OF CITY COUNCIL

(OFFICIAL)

ELIZABETH, N. J.

Tuesday Evening
January 28, 2003
7:30 P.M.

A regular meeting of the City Council was held this evening in the City Council Chamber, City Hall.

President Carla Mazza announced that this regular meeting is listed in the "annual notice" as defined by Chapter 231, P.L. 1975, and that copies of the "annual notice" have been mailed or delivered to the Star Ledger, Home News & Tribune, and Cablevision of Elizabeth and posted and filed in the city clerk's office in compliance with the terms of the Open Public Meetings Law, Chap. 231, P.L. 1975 on December 26, 2002.

PRESENT: Council members at Large Frank J. Cuesta; Edward Jackus; Patricia Perkins-Auguste; Council members Manny Grova, Jr., 1st Ward; Robert M. Jaspan, 3rd Ward; Carlos J. Alma, 4th Ward; William Gallman, Jr., 5th Ward; Angelo A. Paternoster, 6th Ward And President Carla A. Mazza, 2nd Ward Councilwoman - 9.

ABSENT: None.

ALSO PRESENT: Raymond Bolanowski, First Assistant City Attorney.

Councilman Gallman delivered the opening prayer and led all present in the Pledge of Allegiance to the American Flag.

NEW BUSINESS [REDACTED] 20

Councilman Jackus MOVED for a suspension of the rules for the purpose of considering resolutions which do not appear on the agenda, seconded by Councilman Grova.

Which was carried unanimously.

BY CITY COUNCIL AS A WHOLE:

WHEREAS, on August 13, 2002 the City Council of the City of Elizabeth adopted a resolution authorizing the execution of an Agreement with New York and New Jersey Railroad Corporation (NYNJRC), a subsidiary of the Port Authority of New York and New Jersey, relating to the realignment of relocated Bayway Avenue in order to construct a new freight rail connection between Staten Island and Elizabeth; and

WHEREAS, a further review of the plans indicates a need to construct and maintain the foundations for certain pier structures, which foundation structures will encroach into portions of South Front Street and South First Street/Amboy Avenue. These foundation structures will be below ground, and in the City's Engineer's opinion, will not interfere with the use of the public streets for pedestrian or vehicle traffic. This work will include the installation of temporary sheeting, the driving of piles and constructing of pile caps, including excavation, for the support of the freight rail structure along South Front Street and South First Street/Amboy Avenue. These subsurface pile caps (foundation for the piers) will remain below ground and extend into the streets upon the completion of construction; and

WHEREAS, the installation and maintenance of these subsurface structures in public streets must be approved by the City Council by ordinance when additional construction as built information is available; now, therefore, be it

RESOLVED that the City Council of the City of Elizabeth amends the resolution adopted August 13, 2002 to authorize the inclusion in the agreement with the New York and New Jersey Railroad Corporation (NYNJRC), a subsidiary of the Port Authority of New York and New Jersey language which will oblige the City Council of the City of Elizabeth to adopt an ordinance to allow the NYNJRC a subsidiary of the Port Authority of New York and New Jersey to construct and maintain, as mentioned hereinabove, subsurface foundation structures and such other amendments as may be approved by the City Attorney and City Engineer.

Which was adopted by the following vote:

AFFIRMATIVE: Cuesta, Jackus, Perkins-Auguste, Grova,
Jaspan, Alma, Gallman, Paternoster
And President Mazza - 9.

NEGATIVE: None

BY CITY COUNCIL AS A WHOLE:

WHEREAS, the City Council of the City of Elizabeth created a committee consisting of Councilman Jackus, Councilman Grova, and Councilwoman Mazza to discuss with the Port Authority matters relating to an agreement with New York & New Jersey Railroad Company (NYNJRC), a subsidiary of the Port Authority of New York and New Jersey, concerning the realignment of relocated Bayway Avenue and the relocation of utilities in connection with the construction of the Staten Island Railroad to the Chemical Coastline; and

WHEREAS, this committee met with representatives from the Port Authority of New York and New Jersey and with representatives of the Police Department and Fire Department of the City of Elizabeth and as a result of this meeting the Port Authority is agreeable to provide the City with \$15,000,000.00 to be utilized for land acquisition, construction and related services for an emergency response facility to be located in the vicinity of the Elizabeth-Port Authority Marine Terminal; and

WHEREAS, additionally, the Port Authority has agreed to pay an amount in lieu of taxes on the property formerly owned by Olympia Trails purchased by the Port Authority on September 23, 2002 consisting of approximately 3 acre site at Block 4 Lot 67-A in the City to be used in connection with the Staten Island Railroad. The amount to be paid in lieu of taxes by the Port Authority shall not exceed the amount last paid as taxes on the property; and

WHEREAS, the Port Authority will agree to support the City of Elizabeth's Borne Chemical Redevelopment Plan by providing and/or assisting the City in obtaining access rights to the Rail-Right-of-Way under the Staten Island Trestle; now, therefore, be it

RESOLVED that the City Council of the City of Elizabeth hereby authorizes the execution of an agreement with the Port Authority of New York and New Jersey for the payment in lieu of taxes on the Olympic Trails property and authorizes the execution of an agreement accepting the \$15,000,000.00 for the emergency response facility and related purposes.

22

Councilman Alma stated last year when he was President of City Council he appointed his colleagues Council members Edward Jackus, Manny Grova, Jr., and Carla Mazza to set up a task force in the Port area. Councilman Alma commended them for a job well done and for getting everything that was needed.

Councilwoman Perkins-Auguste queried if \$15,000,000 was enough for what the City needs.

Councilman Grova thanked Councilman Alma for appointing him to the committee. He stated that with the help of the Police Chief and Fire Chief the committee was able to set up a properly covered area. He thanked the Port Authority for coming to some agreement and hopes it will bring better working conditions in the future.

Councilman Jackus thanked DeCotiis, Esq. because the City has gained a three (3) acre site. He stated that we may have been forced to purchase that land and they were willing to work something out. Councilman Jackus thanked the Port Authority for their hard work.

President Mazza thanked the Port Authority for listening to their concerns. She stated that as a Councilwoman she represents a large amount of people and it was important when they could all work together.

Which was adopted by the following vote:

AFFIRMATIVE: Cuesta, Jackus, Perkins-Auguste, Grova,
Jaspan, Alma, Gallman, Paternoster
And President Mazza - 9.

NEGATIVE: None

The regular order of business was then resumed.

9

Office of the City Clerk

ELIZABETH, N.J.

Certificate

I, Yolanda M. Roberts, ^{Deputy} City Clerk of the City of Elizabeth, New Jersey do hereby certify that the attached resolution/ordinance is a true and correct copy taken from and compared with the original in my office, which was adopted by the City Council, City of Elizabeth, New Jersey at its meeting held January 28, 2003

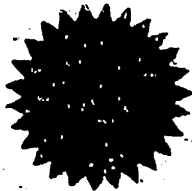
In Testimony Whereof, I have hereunto

set my hand and affixed the seal

of the City of Elizabeth, N.J. this

4th day of

February, 2003



Yolanda M. Roberts
YOLANDA M. ROBERTS
Deputy Municipal Clerk

RESOLVED that the City Council of the City of Elizabeth amends the resolution adopted August 13, 2002 to authorize the inclusion in the agreement with the New York and New Jersey Railroad Corporation (NYNJRC), a subsidiary of the Port Authority of New York and New Jersey language which will oblige the City Council of the City of Elizabeth to adopt an ordinance to allow the NYNJRC a subsidiary of the Port Authority of New York and New Jersey to construct and maintain, as mentioned hereinabove, subsurface foundation structures and such other amendments as may be approved by the City Attorney and City Engineer.

APR 26 1963
JAN 26 1963

[illegible]

Office of the City Clerk

ELIZABETH, N.J.

Certificate

I, Yolanda M. Roberts, ^{Deputy} City Clerk of the City of Elizabeth, New Jersey do hereby certify that the attached resolution/ordinance is a true and correct copy taken from and compared with the original in my office, which was adopted by the City Council, City of Elizabeth, New Jersey at its meeting held January 28, 2003

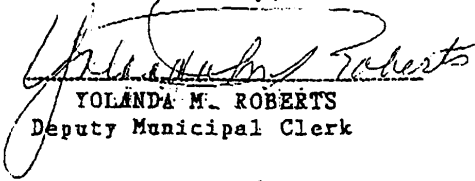
In Testimony Whereof, I have hereunto

set my hand and affixed the seal

of the City of Elizabeth, N.J. this

4th day of

February, 2003


YOLANDA M. ROBERTS
Deputy Municipal Clerk



WHEREAS, the City Council of the City of Elizabeth created a committee consisting of Councilman Jackus, Councilman Grova, and Councilwoman Mazza to discuss with the Port Authority matters relating to an agreement with New York & New Jersey Railroad Company (NYNJRC), a subsidiary of the Port Authority of New York and New Jersey, concerning the realignment of relocated Bayway Avenue and the relocation of utilities in connection with the construction of the Staten Island Railroad to the Chemical Coastline; and

WHEREAS, additionally, the Port Authority has agreed to pay an amount in lieu of taxes on the property formerly owned by Olympia Trails purchased by the Port Authority on September 23, 2002 consisting of approximately 3 acre site at Block 4 Lot 67-A in the City to be used in connection with the Staten Island Railroad. The amount to be paid in lieu of taxes by the Port Authority shall not exceed the amount last paid as taxes on the property; and

RESOLVED that the City Council of the City of Elizabeth hereby authorizes the execution of an agreement with the Port Authority of New York and New Jersey for the payment in lieu of taxes on the Olympic Trails property and authorizes the execution of an agreement accepting the \$15,000,000.00 for the emergency response facility and related purposes.

Name	Signature	Approved	By Agent
Deputy			
Chief			
Inspector			
Patrol			
Training			
Records			
Other			